Weather
Probable thunderstorms today. The maximum temperature yesterday was 90.5 and the minimum 72.7, the figures for the corresponding day last year being 90.0 and 75.6.

THE CHINA PRESS
大陸報

Today's paper consists of 44 pages in three sections

NO. 2457 VOL VIII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 未年閏七月十四日 SHANGHAI, SUNDAY, SEPTEMBER 7, 1919 大正四年 第三種郵便物認可 20 CENTS

ALLIES WITHHOLD ULTIMATUM AFTER HEARING RUMANIANS

Delegates Inform Council Bucharest Did Not Receive Note

MESSENGER SENT

Courier To Carry Notice Of Stand Taken On Events In Hungary

WIRELESS BLAMED

Modification Of Article In Austrian Treaty Asked By Rumania

(Reuter's Service)

Paris, September 4.—The Supreme Council has cancelled its ultimatum to Rumania in view of the representations of the Rumanian Delegation that the Councils Note of August 23 was not received in Bucharest.

The Council has decided instead to send Sir George Clerk, Mr. Balfour's Secretary, to Bucharest with a copy of the undelivered Note and also a fresh Note, which, while not an ultimatum in form, nevertheless conveys a grave warning to the Rumanian Government.

Special Messenger Is Sent

In view of the explanatory statement by the Rumanian Delegation that the Rumanian Government did not receive the recent Allied Notes, the Supreme Council will despatch a special messenger to Bucharest with a new Note explaining the whole situation at Budapest and stating what the Allies require of Rumania.

Up to the present time there has been no explanation why the various Notes of the Supreme Council to the Rumanian Government have not reached Bucharest. It is suggested that the wireless did not function for some unknown reason. The Rumanian Delegation in Paris declare that many of their wireless messages to Bucharest were also not received.

Want Treaty Changed

It is announced that the Rumanian Delegation has requested a modification of Article LX of the Austrian Treaty providing that Rumania and the new States formed from Austria shall protect racial and religious minorities.

ASSAILANT AT SEOUL THROWS BOMB AT SAITO

Attack Is Made On Arrival Of New Japanese Governor Of Korea

(Reuter's Pacific Service)

Seoul, September 2.—Admiral Baron Saito, the new Governor-General of Korea, had a bomb hurled at him on his arrival here today, but was not injured.

Before the train arrived a crowd of welcomers gathered at the railway station area to greet Admiral Baron Saito, the new Governor-General of Korea, and Mr. Mizuno, the new Chief of the Civil Administration and their party.

Baron Saito left the railway-station at 5 o'clock this afternoon. He was dressed in an admiral's uniform. The bomb exploded just after he had entered his carriage and it was moving away. Splinters struck his sword and coat, otherwise he received no injury.

Mr. Mizuno had not entered his carriage when the bomb exploded.

The bomb-thrower is reported to have been an elderly Korean, who escaped in the confusion. It is believed that he had several accomplices and one suspect was arrested among the bystanders. A foreign lady was injured by the explosion.

Labor Meeting In U.S. Deferred, Peking Hears

Postponement Ordered Because Senate Is Engaged With Treaty, Is Chinese Report

(Reuter's Pacific Service)

Peking, September 3.—The Chinese press reports that the International Labor Conference has been postponed from September 25, owing to the United States Senate being engaged in discussing the Shantung question.

Railless Freight Service And More Passenger Cars Planned By Tram Company

Linking Up Of Industrial And Distributing Centers Proposed; Will Also Request Council's Permission For 12-Mile Extension Of Railless Tram Lines

Inauguration of railless electric freight car service to link up the important industrial localities and freight collecting and distributing centers in the Settlement and an extension of the present railless tram car service to embrace between 12 and 13 miles of streets are included in the program of expansion planned by the Shanghai Tramways, it was learned yesterday. The program must either be ratified or changed by the Municipal Council under the authority conferred on the municipal body at the last ratepayers' meeting. The matters cannot possibly come before the Council until October.

The establishment of a freight service by railless cars equipped to run either by power from overhead trolley wires or batteries will be the first step taken to eliminate the wheelbarrow and coolie-hauled carts from the streets of Shanghai. It is understood that the complete program for the inauguration of freight service covers a period of three years which will see steel bridges built over the Soochow Creek at Szechuen, Honan and Thibet Roads, the present wooden structures being inadequate for the accommodation of the traffic.

Plan To Build Bridges

Until the bridges are built traffic between the industrial centers at Gordon Road and Yangtszepoo, the railway goods yard in Chapei and godowns on the French Bund and Nantao Bund must necessarily pass over the Garden Bridge unless the run from the railway yard on Markham Road is made through Chapei and into the settlement via Haining and Boone Roads to Broadway and thence to Yangtszepoo.

The Garden Bridge is the only one possible for the handling of the traffic since the bridge at North Chekiang Road is already congested.

Growing industrial centers in the Gordon Road district bordering on Soochow Creek and in the Yangtszepoo District down as far as the Point demand the inauguration of some system capable of handling freight quickly. That the so-called railway goods yard, which is the depot for incoming and outgoing freight traveling on the Shanghai-Nanking Railway and the Shanghai-Hangchow-Ningpo Railway, must be connected with manufacturing and godown centers is evident.

Both railways have announced programs for the purchase of increased rolling stock which is to double the freight-carrying capacity of the lines. When the new cars are placed in operation inside of a year, the volume of freight will necessitate double the transportation now in use and this will mean either twice the present number of wheelbarrows and carts or a railless freight car service.

Will Skirt Central District

The cars are to connect the industrial and distributing centers

(Continued on Page 4)

REPORT KIEF IS TAKEN CONFIRMED IN LONDON

Believed Taking Of City Will Insure That Denikin Can Join Petlura

(Reuter's Service)

London, September 5.—A War Office communique issued last night confirming the capture of Kief by Gen. Denikin, says that the occupation of Kief will doubtless ensure the long expected junction between the forces of Generals Denikin and Petlura.

It is the result of a successful counter-attack against the Bolshevist offensive northeast of Kharkov. The Bolsheyist thrust towards Kharkov has thus been definitely countered and General Denikin's left again secured.

Diplomatic Body Leaves

Archangel, September 3.—All the former Ambassadors and Consuls who came here from Petrograd and have been here for the past year have left for England in the Kildonan Castle, which also carries home the last batch of conscript British troops.

The Russians have issued a proclamation announcing that all Bolshevist prisoners will be enrolled in the Russian National army. The latest prisoners have been well conditioned, with good greatcoats and boots.

London, September 4.—It is authoritatively stated that the decision to withdraw all the British troops from North Russia remains unaltered. The recent offensive operations against the Bolshevists were solely undertaken to weaken the enemy and ameliorate the situation as far as possible for the Russian Volunteers, after the departure of the British.

Capture Of Odessa

Odessa (undated).—The Allied naval force from Sebastopol assembled on August 22, sixteen miles south of Odessa and the transport at dawn on the 23rd landed the Volunteer army unobserved. The men were divided into parties, some marching along the coast capturing the coast batteries, and others inland towards Odessa.

Reuter's special correspondent who accompanied one of the latter parties witnessed skirmishes in which the Bolshevists bolted after a few rounds had been fired. The party reached the outskirts of Odessa at nightfall, and bivouacked near the chief prison in which were five hundred hostages. The party was anxious to storm the prison forthwith, but the commander dissuaded them, knowing that the guards were strong, including two hundred Chinese deperadoes with machine guns.

The following morning they found that the guards had decamped and that the hostages were safe. When the troops entered the town the inhabitants poured out kissing them and smothering them with flowers. The captains of the British ships as they walked through the streets were acclaimed with the words "thank you Englishmen."

BRITISH LABOR ALLIANCB DISCUSSES DIRECT ACTION

Repeal Of Conscription And Withdrawal From Russia Among Things Sought

(Reuter's Pacific Service)

London, September 4.—The Triple Alliance (of Engineers, Miners and Transport Workers) today considered the recommendation of the Executive of the Miners' Federation to proceed to a ballot on the question whether direct action should be taken to compel the Government to repeal the Conscription Acts, withdraw the British troops from Russia, release the conscientious objectors now in prison and refrain from military intervention in trade disputes. A motion that the discussion should be public was overwhelmingly defeated.

It was agreed to postpone the ballot on direct action and adjourn the whole question till after the Trade Union Congress to be held in Glasgow next week.

APPOINTMENT AT PEKING IS MENACE TO STUDENTS

General Tuan Chih-kwei Holds Power To Declare Martial Law When He Likes

(Reuter's Pacific Service)

Peking, September 3.—Whilst the appointment of Tuan Chih-kwei as Garrison Commandant of Peking with authority to declare martial law in the event of demonstrations in the future assuming a serious character may be considered reactionary, the selection of General Tuan Chih-kwei is thought to show that the Government does not intend to deal ruthlessly with future demonstrations. The students not unnaturally look upon this action as a direct menace to them.

Bomb Fails To Injure Egyptian Premier

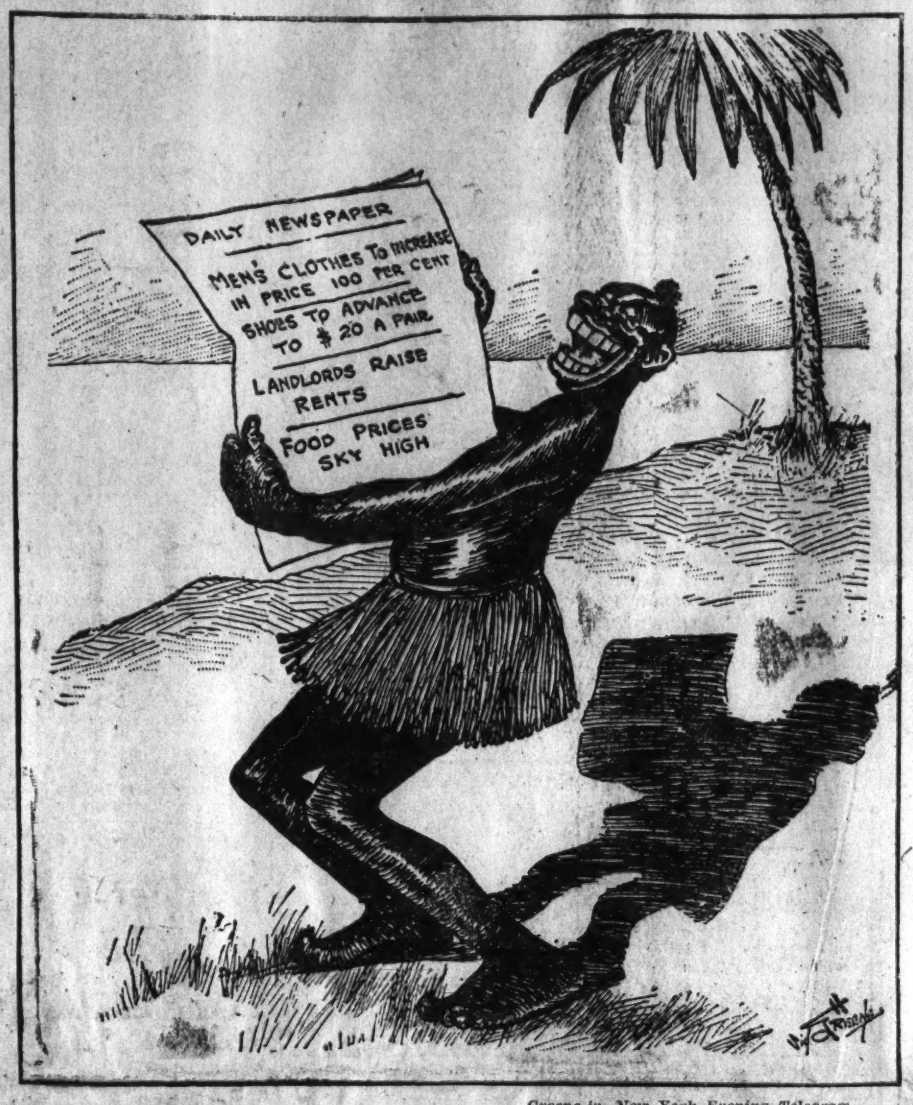
Native Theological Student Held By Authorities As Assailant

(Reuter's Service)

Alexandria, September 4.—A native theological student threw a bomb at the Egyptian Premier, Said Pasha, while he was driving in his motor-car to his office. There was a violent explosion, but Said Pasha was not hurt.

The assailant, who had concealed the bomb in a basket of grapes, was arrested. The city is quiet.

-:- Civilisation -:-


DAILY NEWSPAPER
MEN'S CLOTHES TO INCREASE IN PRICE 100 PER CENT
SHOES TO ADVANCE TO $ 20 A PAIR
LANDLORDS RAISE RENTS
FOOD PRICES SKY HIGH

—Greene in New York Evening Telegram

EARON MAKINO ARRIVES ON WAY HOME FROM PARIS

Head Of Japanese Peace Delegation Is Brief Visitor; Passengers Not Allowed Ashore

Baron Makino, head of the Japanese delegation to the Paris peace conference, reached Shanghai last evening on board the N.Y.K. steamer Shidzuoka Maru and proceeds today on his way to Tokio.

Owing to the quarantine regulations applying to Shanghai as an infected port Baron Makino and his party did not come ashore and with the exception of a small party of local Japanese officials who went on board to greet the returning delegate and his suite no one was allowed to visit the ship.

Baron Makino is accompanied by Mr. Kimura and Mr. Arita, secretaries of the Foreign Office at Tokio, Professor Tachi, of the Imperial University, Tokio, who accompanied the peace delegation in an advisory capacity; Mr. Fukai, a prominent Japanese banker who also acted as an adviser at the conference, and Lieut.-Colonel Hata. Other prominent Japanese who were passengers on the ship included Count Futara, Mr. Tsukuda—a member of parliament—and Messrs. Tsuchiya and Date, editors of the Jiji Shinpao and the Kokumin Shinpao.

The Shidzuoka came up river shortly before 6 p.m. and soon after she had anchored in the stream the delegation of local officials went aboard, remaining only for a brief time. The party included Mr. K. Yamasaki, Japanese Consul-General; Messrs. K. Kishi and Shiosaki, Vice-Consuls; Mr. T. Ibukiyama, chairman of the Japanese Resident Corporation, and several of the councillors of the Corporation.

The Shidzuoka is expected to sail for Japan this morning.

Lord Fisher Writes In Reply To Critics

Reiterates Present British Navy Will Be Obsolete Within Few Years

(Reuter's Service)

London, September 5.—Admiral Lord Fisher, in another letter to the Times headed "Nero fiddling while Rome is burning," replies to his critics. He reiterates that the present Navy will be obsolete for war in a few years hence and says: "It is time to kick and stop the money." He recalls his reforms in the Navy and asks if he cannot be trusted.

Wang Yi-tang Leaving Shortly For Shanghai

Corps Of Thirty Secretaries With Him Said To Be Anfu Extremists

(Reuter's Pacific Service)

Peking, September 3.—According to current reports Mr. Wang Yi-tang will leave for Shanghai before the 20th instant with thirty secretaries, mostly Anfu Club extremists.

CAUSE OF RESIGNATION OF DR. REINSCH IS GIVEN

Leaves To Re-Enter American Affairs, Not By Reason Of Ill Health

(Reuter's Pacific Service)

Peking, September 5.—Regarding the reports that the White House has announced that Dr. Reinsch is resigning on account of ill health, the American Legation received a telegram from the State Department saying that no such announcement has been made either by the White House or at the State Department.

Reuter's Agency learns authoritatively that Dr. Reinsch resigned because he desires to re-enter American affairs, which with the coming elections and other important internal developments and the formation of the League of Nations will be most interesting for a year or two.

Being in complete accord with the State Department, Dr. Reinsch is assured that American policy in China will receive proper attention and continue in accordance with former traditions. Dr. Reinsch will continue to interest himself in Chinese affairs.

Nothing is known regarding his successor, but it is believed that none will be appointed for some time.

Sixty-nine firms were present at the Anglo-American association luncheon in honor of Dr. Reinsch. The chairman, Mr. R. C. Allen of the Hongkong and Shanghai Bank, paid a glowing tribute to Dr. Reinsch's work in China from the British and American points of view as well as from the Chinese. Dr. Reinsch in reply paid a tribute to the work of the Association.

DEMEANOR OF GERMANS IN BALTIC ALARMING

Insolent Disregard Is Shown By von der Goltz And Teutons For Wishes Of Allies

(Reuter's Service)

London, September 4.—It is authoritatively stated that the situation in the Baltic States is most acute. General von der Goltz shows no cessation of his activities but continues his insolent disregard of the Allies' wishes, while the German landowners who have settled in Latvia are following his example.

In South Russia, General Denikin's advance towards Kursk has received a somewhat severe check, although there are no signs of a Soviet break-through.

The Bolshevist counter-offensive northeast of Kharkov has been checked and forced back east of the Byelgorod-Kupyansk railway.

See German Scheme

London, September 4.—Evidence continues to accumulate of apparently deep-rooted German designs in the Baltic provinces.

The German Independent Socialist newspaper Die Freiheit characterises the official German denials as lies and declares: "It is an undoubted fact that whole German formations have passed and are passing to the Russian army and the whole of Courland is full of German soldiers in German uniforms."

Post Office Moves Into New Quarters

American Postal Agency To Have All Departments At 18 Whangpoo Road

When the American Post Office opens for business Monday the various departments will all be assembled under one roof at 18-19 Whangpoo Road, for the first time in four years. The boxes and parcel post were transferred to the new quarters a few days ago and today the money order section, stamps and registration sections are being moved.

TREATY GOES TO AMERICAN SENATE WITH RESERVATIONS

Monroe Doctrine, Tariff And Immigration Among Points Brought Up

HIT AT MANDATES

Also Is Urged U.S. Shall Have Right To Quit League Of Nations

AUSTRIA TO SIGN

Germany Gets Ultimatum That Forbids Admission Of Austria

(Reuter's Service)

Washington, September 4.—The Foreign Affairs Committee of the Senate has ordered the Peace Treaty to be reported to the Senate, after adopting four reservations, providing that the United States shall be the interpreter of the Monroe Doctrine, that tariff, immigration and other domestic questions shall be determined by the individual nations, also that the United States declines to assume any territorial obligation or mandate without a direct resolution from Congress, and lastly that the United States reserves the right to withdraw from the League of Nations.

Extension Of Two Days Is Granted To Austrians

Paris, September 4.—The Allies have granted the Austrians two days' extension to reply to the peace terms.

Treaty To Be Signed

Vienna, September 4.—The newspapers indicate that the Austrian treaty will be signed although the majority in favor of signature in the Austrian National Assembly will be small.

Dr. Renner, the Austrian Chancellor, is due to arrive here tomorrow, when the Cabinet and the Principal Committee of the National Assembly will consider the treaty.

The employes of the Austrian Southern railway have struck for higher wages, in spite of the opposition of the socialist leaders, as such action threatens the population with starvation.

Delegates Receive Treaty

Paris, September 3.—The Austrian Delegates have received the treaty. They must send a reply within five days. The document is in French, English and Italian, and comprises 181 articles. The French text only is binding.

Germany Given Warning Not To Admit Austria

Paris, September 5.—M. Clemenceau, in a letter of protest against the second paragraph of Article LXI of the German Constitution, declares that it constitutes a formal violation of the Peace Treaty, firstly by providing for the admission of Austria into the Reichsrat and thus assimilating Austria to the German Empire: and secondly by admitting and providing for the participation of Austria in the Council of the Empire, thus creating a common political tie in absolute opposition to Austria's independence.

Consequently the Allies invite Germany to take legal measures in order to remove without delay this violation by declaring the article of the Constitution null and void, adding that the Allies will be compelled, if satisfaction is not given within fifteen days, to order an immediate extension of the occupation of the right bank of the Rhine.

Fifteen-day Ultimatum

Paris, September 3.—Yesterday the anniversary of the German victory of Sedan, the Supreme Council took the strong step of sending a fifteen-day ultimatum to the German Government to suppress article 61 of the new German Constitution which provides for the eventual representation of Austria in the German Reichstag.

The Supreme Council has granted the request of the German Delegation to postpone the despatch of an Inter-Allied Commission to supervise the surrender of war material. The German Delegation, alternatively, requested a reduction in the numbers of the Commission, which consists of seventy-two members accompanied by seventy-

seven soldiers, which the Supreme Council refused to do.

The German Delegation has handed a Note to the Ministry for Foreign Affairs attempting to justify the sinking of the German ships at Scapa Flow.

In Chamber of Deputies

In the course of the debate on the peace treaty in the Chamber of Deputies M. Clemenceau declared that if Germany did not execute the clauses of the treaty within the fortnight stipulated, the Allied troops would advance from the right bank of the Rhine.

M. Tardieu speaking in the Chamber of Deputies related how President Wilson and Mr. Lloyd George made the French Government on March 14 an offer of alliance. The French Government accepted the offer which greatly lessened the cost of occupation.

Referring to the Syrian question in the Chamber of Deputes Mr. Barthou said. Things cannot be allowed to so on as they are in Syria. The British Government by the agreement of 1916 has duties to perform towards France. We welcome the alliance with Great Britain but we wish it to be complete and loyal.

Lloyd George Coming

Paris, September 4.—The Temps states that Mr. Lloyd George is coming to Paris next week to confer with M. Clemenceau on the question of Syria.

Chinese Get Instructions About Signing Treaties

(Reuter's Pacific Service)

Peking, September 3.—It is understood that Mr. Lu Cheng-hsiang has telegraphed to the Government suggesting that China, as one of the Associated Powers, should sign the treaties with Hungary and Turkey, and that he had instructed Mr. Wellington Koo to that effect, as it was not likely that these treaties would be ready for signature before his own departure for China.

PEKING ORGANISATION CABLES ABOUT SHANTUNG

Messages Are Sent To Chinese Delegates At Paris And To United States Senate

(From Our Own Correspondent)

Peking, September 3.—The Union of the Various Classes and Public Bodies of the Chinese People has despatched telegrams to the Chinese Delegation at Paris and the United States Senate regarding the Shantung issue. Both messages show the continued opposition of the people of China to any solution of the Shantung problem that gives to Japan everything but empty political rights in the Leased Territory. The telegrams follows:

"The Chinese Delegation, care of the Chinese Legation, Paris.

"We absolutely oppose recovery empty political rights without economic rights. Kiao-tsi, Kaofsi, Tsi-shuu railways are vital nerves of Shantung and illegal exchanges notes and draft agreement must be cancelled. Kiaochow with Tsingtau ports and all rights privileges in Shantung must be completely unconditionally recovered. Any payment to Japan must be limited to Japanese buildings and works alone. Failing this we will appeal to League of Nations. We regard you responsible for success or failure.

"Signed: Chairman Wong Ching-fang."

"The Senate, Washington

"All Chinese people are grateful to you for opposition Shantung clause in Peace Treaty. Japanese high-handedness in Shantung and assaults upon merchants, farmers students and others already as bad as in Korea, Chinese people can bear no longer. Far Eastern peace is threatened. We trust you will persist in upholding fair name of America and helping the always friendly people of China by refusing joint responsibility with old world diplomacy in placing another Prussia in Shantung and sacrificing birthright of a weaker ally. With grateful thanks.

"Signed: Chairman Wong Ching-fang."

The above messages typify popular opinion in Peking as regards Shantung, and there is no doubt that all classes of the community, even including the militarists and the pro-Japanese, are watching with unremitting interest the debates in the Senate regarding the Shantung clause in the Treaty of Peace. The Chinese people, if it is possible to judge them from the sentiment shown in Peking, see in the decision of the United States Senate their last hope to retain their rights in Shantung.

Asia Bank To Open Branch In Changsha

Mr. J. E. de Ballard, credit manager of the Asia Banking Corporation, together with Mr. C. W. Wheelock of the same office, leaves next Wednesday for Changsha in Hunan where they will open another branch of the Asia Bank. The same concern is also opening a branch in Canton.

News Brevities

Mr. Tsai Yuen-pei, chancellor of the Peking University, has agreed to be President of the Western Returned Students' Union. Mr. Tsai is at present in Hangchow and when approached by Mr. Y. S. Tsao, general secretary of the Western Returned Students Union Friday, signified his wishes to accept the office. Dr. Chien Chu, recently nominated to be the general secretary to succeed Mr. Tsao, has refused to accept the nomination.

* * *

The Great Northern Telegraph Company announces that cable communication with Nagasaki has been restored. Until the accumulated traffic is cleared considerable delay is unavoidable.

* * *

Lieutenant H. F. Carey arrived in Shanghai from Wuhu yesterday morning.

* * *

Mr. A. Ariyoshi, former Japanese Consul-General in Shanghai, sailed for Japan on the N.Y.K. steamer Kumano Maru yesterday. A large number of prominent Japanese residents were down to the wharf to bid the departing official goodbye, including various consular representatives, and the Japanese Company, S. V. C., paraded on the jetty.

* * *

The funeral procession of Magistrate Wong Soong-sung of the Mixed Court, who met his tragic death in Kuling, Kiangsi, took place in Shanghai yesterday. The cortege, which was of considerable length, started from the King Lee Yuen Wharf and passed through Avenue Edward VII, Honan Road, Foochow Road, Tibet Road, Mohawk Road, Bubbling Well Road and Tatung Road. The coffin was placed in the Ping Kiang Guild for the time being.

* * *

Another elaborate funeral procession will take place today for Mr. Tai Yung-lai, proprietor of the Lee Chong Iron Merchants, North Soochow Road. The coffin will leave the hong at eight o'clock this morning.

Correspondence

The S. N. R. Service

Editor, THE CHINA PRESS

Sir.—With reference to the letter signed by "A Passenger" in your today's issue, the express train arrived in Shanghai on the 28th ultimo 29 minutes late, the longest delay being one of 16 minutes at Shun Tse Men awaiting the crossing of another train. Other delays not exceeding 7 mintes each occurred at three further crossing stations. The second case of delay cited was due to the failure of an engine necessitating the despatch of another from a distant station to take the train on.

We are put to grave inconvenience in maintaining an efficient service owing to a serious shortage of engines and rolling stock. This entails continuous wear and tear on all vehicles, especially engines, and does not permit of sufficient time for proper repair and overhaul.

We have now succeeded in arranging for the purchase of additional engines and rolling stock, but under the most favorable circumstances, they will not be in service for another six months, and our difficulties meanwhile will be accentuated rather than relieved.

The traveling public may, however, rely upon everything possible being done in the present adverse circumstances to give them satisfactory service.

I am, Dear Sir,
Your faithfully,
A. C. CLEAR,
Engineer-in-Chief and General Manager,
Shanghai-Nanking Railway.
Shanghai, September 3, 1919.

WANTED, young American age 19 to 24, graduate of High School or College, to learn trust business and banking. Excellent opportunity for advancement. Reply giving full particulars as to age, education, experience, etc., to Raven Trust Co., Ltd., Shanghai.

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Need 'Progressive' To Beat Wilson In 1920, Says Pinchot

No Split In Republican Party, But Reactionaries Must Not Control, Leaders Decide

Harrisburg, Penn., July 29.—A conference of progressive Republicans, headed by Gifford Pinchot and attended by seventy-nine men and women, was held here today. A statement of purpose of those who participated was adopted. The document says it is emphatically not the purpose to cause a split in the Republican party, but to nominate a real progressive Republican for President next year. Progressive Republicans of other states are invited to join the movement.

"If America's part in the war and the long fight of the progressives are not to have been in vain, then the Republican party must name as its standard bearer a man who is big enough and strong enough to lead the nation forward," the statement says. It urges that that delegates be sent to the next national convention who are the "free choice of the voters themselves."

Mr. Pinchot opened the meeting with an address. He said the Republican party had to depend on progressive ideas to win and that President Wilson was "a dangerous opponent." He attacked the President's course in the peace negotiations. His record, he said, was "saying one thing and doing another, and getting away with it."

Mr. Pinchot said that the Republican party must win in spite of "its reactionaries," and that "progressive" Republicans had to organise at once, as "stalking horses" had been selected by those whom he classed as "reactionaries." He urged the Pennsylvania "progressives" to invite "progressives" of other states to unite in a conference this fall, refraining from indorsement of any Presidential candidate in the meantime.

American School Opens

With one additional building, making nine instead of the eight of last year, the Shanghai American School at 147 North Szechuen Road opens for registration on Thursday of this week. Classes will begin the following Monday.

Various changes and increases in the teaching staff have been made in anticipation of a heavier enrollment. Mr. C. L. Boynton of the China Continuation Committee and a member of the school board since its founding will act as principal until the arrival of the new regular principal, October 1. The new principal is Mr. E. S. Dreher, until recently superintendent of public schools in Columbia, South Carolina. He will succeed Mr. Guy C. Stockton who built up the school to its present strong position and who resigned the principalship last spring and will take up the duties of instructor in the Hanbury public school this Autumn.

Among the new teachers already here is Mrs. Elizabeth Dadisman, girls' preceptress, who returns after two and one-half years in America. Mrs. Dadisman is the widow of the late Secretary Dadisman of the Nanking Y.M.C.A. Besides looking after the girls in the dormitories she will teach. In the High School English department is Miss Katherine Hand of Topeka, Kansas, and another new teacher from the same city is Miss Frances Taylor who will be instructor in the grades.

In October, Mrs. W. F. Beaman, who formerly lived in Shanghai, will arrive to take the position of home manager of dormitories. Miss Mary Lowrie, who is expected to arrive about September 20, will be high school mathematics instructor and a cablegram Friday from the Union Board, representing the school in New York, stated that another male instructor is coming to take the place of Mr. Francis Gill, in charge of high school boys. Mr. Gill has gone to Peking to be principal of the American School there.

To Search In Siberia For Tsar's Daughter

Danish Consul-General To Omsk Will Probe Rumor That She Is Alive

Tokio, August 28.—Hoping to find one of the daughters of the former Tsar of Russia alive in Siberia, Mr. Alfred Schinnerup Anderson, former secretary of the Danish Embassy at Petrograd, is in Japan en route to Vladivostok, having arrived last week in the Korea Maru. At Vladivostok he will commence his investigations.

Mr. Anderson is proceeding to Omsk as consul-general. Discussing the persistent reports that one of the grand duchesses escaped when the imperial family was assassinated in the prison at Ekaterinburg, he is reported by a Honolulu paper to have said:

"It will be part of my duty to probe the stories that have been current in Europe for some time about the Tsarevitch. If these reports prove true I have been instructed to learn the whereabouts of the unhappy prisoners. The Danish government and people have an intimate interest in the fate of the imperial family, as the Empress Dowager of Russia is a Danish princess, as is her sister, Alexandra, Queen Dowager of Great Britain."

Mr. Anderson related how the Empress Dowager of Russia escaped from the fury of the Bolsheviki in the Crimea, where she had found a temporary refuge. From the Crimea she went to Constantinople, and thence on a British cruiser to England where she is now living with Queen Dowager Alexandra. The Empress Dowager now plans to reside in Denmark, where she has an estate.

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When in quest of niceties for Milady's toilet it will be to your advantage to visit our store.
Perfumes and toilet requisites from the best French and American manufacturers only will be carried in stock.
Come in and see. You will be delighted with their charm.
No. 40 NANKING ROAD

Sino-Japanese Club Formed At Tsinanfu

Nipponese Consul's Purpose Is To Promote Relations Between Races

(From Our Own Correspondent)

Peking, September 3.—The Japanese Consul in Tsinanfu has just completed the organisation of a Sino-Japanese Club at that city. The new club is along the lines of the recently formed Sino-British-American Club at Shanghai and is designed to promote friendly social and business relations between the Chinese and Japanese in Shantung Province. The Japanese Consul has himself advanced $40,000 to meet the necessary expenses in connection with founding the club; and reports from Tsinanfu indicate that the local Chinese authorities desire to support the new institution with funds taken from the provincial treasury. A request to this effect has been submitted to the Ministry of Finance, but no reply has yet been received in Tsinanfu.

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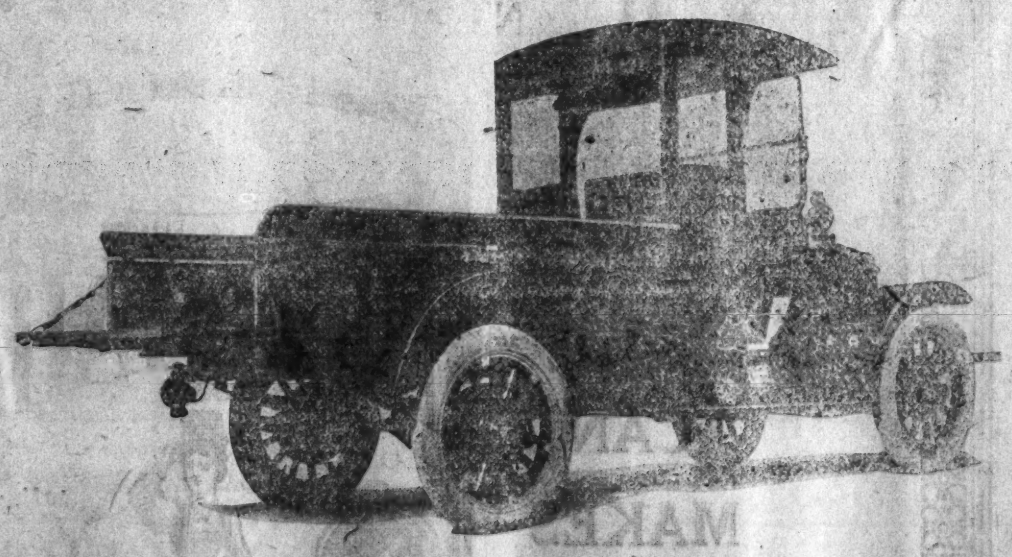

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SOLE AGENTS

Air Travel 36 Years Ago

Viewed As Possibility In Year 2000 By Liberal Minded

From among the now yellow pages of a copy of The New York Times of April 29, 1889, there comes to light an article in the form of a prophecy which, although delivered in a light vein, has already been fulfilled. The article deals with the possibility of aerial travel, which at that time was not even seriously thought about—indeed, the writer of the now time-worn article was liberal enough to look forward to the year 2000 when the perfection of some mode of aerial travel might be accomplished. He then vividly describes the new transformation, as airships of various sizes and shapes sail overhead. Excerpts from his article follow:

"A previsionary peep at the year 2000 can scarcely be taken without providing in imagination for the probable perfection of some mode of aerial travel. As inevitably as blossom follows bud, the blind crudities of balloon and airship will be followed by some simple and practical plan of aerial navigation. The Engineer (London) argued that no agent of propulsion for air carriages has yet made its appearance. Steam is excluded, because water, coal, and engine are too heavy for aeronautical purposes; electricity, because the wires operating the motor must be connected with some source of energy on the surface. Hence, argues The Engineer, man is eternally tied to the earth."

"Will the time even come when the air carriage will be adopted for popular use? Imagine the transformation. Landing places would have to be provided upon the roofs of our large buildings, and at given hours during the day the air above our heads would be alive with gayly painted cars, fashioned in the shapes of birds of various species and decorated in imitation of plumage. Now and then one of these birds is seen rising from the roof of a distant building, to float away into the blue ether upon a journey of fifty miles, perhaps, to the home of its occupant, in the open country. Anon one of these wonderful birds descends upon a distant roof and alights. Every newspaper office possesses among the equipment of its news department half a dozen or a dozen of these aerial cars, ready to carry reporters upon their expeditions to scenes of accident or disaster. Pleasure cars capable of carrying a hundred passengers wing their way across the distant azure of the sky of a sunny afternoon. In a word, humanity has become a being of two worlds. Strains of music drop from passing pleasure boats in the dim twilight like notes out of heaven; laughter comes flicking down in bubbles from the upper air; sweet voices are heard above our heads.

"Now, strange, absurd, and impracticable as it all seems, there is no real reason why the problems of aerial navigation should not be as thoroughly mastered within the next fifty years as those of ocean navigation now are. The elements of a practicable airship all exist in the resources of modern invention; the only thing required is to put them together and produce the perfected structure. It is mere reverie, perhaps, to imagine that man will ever become a winged animal, but there is no insuperable scientific difficulty in the way of practically navigating the atmosphere, nor need it be supposed that fatal accident or disaster would be more frequent than it is in surface travel. Man is only tied to earth by his own terror, not by any invincible obstacles to rising above it."

The marvelous achievements of these so-called "air carriages," especially during the last few years, were undreamed of thirty-six years ago. They have played their part in the war, the Atlantic Ocean has been crossed without a stop; rivers, seas, mountains, and deserts have been crossed; we have aerial delivery and passenger service, and about the only fields left to be conquered by the airplane are the north and south poles. And by the time the year 2000 rolls around, perhaps the housing situation of the country in general, and New York in particular, will have been practically solved through the inauguration of direct aerial commutation from the planets to the earth.

Railless Service To Be Extended

(Continued from Page 1)

by a circuitous route which will relieve the streets of the Central District of present congestion caused by transfer of freight by wheelbarrows or carts.

It is understood that the freight service will go clear to the Point, running by trolley wires on Yangtszepoo Road. The freight cars can then turn into either mills or godowns under the power supplied by batteries carried on the cars.

It is planned to build the bodies for the freight cars here. The chasses and electrical equipment must be imported.

Although previous representations have been made to the Council by the Tramway Company the matter must come before the municipal body for settlement as soon as the recess is over because of the action taken at the 1919 ratepayers' meeting. It is expected that heads of departments, a committee from the Council and representatives of the Tramway Company will confer before the matter is finally settled by the Council in session. The same procedure will follow when the requests for an extension of railless tram service is presented by the Tramway Company.

Arguments already published by the Company and used in pressing the Council for extensions of the railless passenger car service will probably be used, the principal one being the assertion that railless cars, freight and passenger, occupy less road space, use the roads less time and yield more per square foot in revenue to the Council.

It is expected that the Tramway Company will pay half the cost of relaying permanent paving on the streets used. The material used is cement concrete.

To Extend Railless Tram Lines

Extensions to Jessfield Park, Hongkew Recreation Ground, Gordon Road and the Point will be included in the twelve-and-a-half-mile expansion program planned for the railless tram service. At least 24 streets in various districts of the Settlement will be affected. The request is made because of the present congestion and inadequate road mileage of roads under electric traction and the popularity of the Fokien Road experiment. The railless cars will be available for regular tramway routes during rush hours.

The success of the route on Feking Road from Fokien to Honan Road and northwards along Peking Road to the Soochow Creek has demanded the construction of seven more railless trams.

Passengers Arrived

Per C.M. s.s. Kiangteen from Ningpo: Mr. and Mrs. Schoch, Mrs. L. Nydeus, Mrs. G. P. Slages.

Per C.M. s.s. Kiangwah from Hankow: Mrs. Cammeede and 4 children.

Per I.C. s.s. Kutwo from Hankow: Rev. Sisters M. Ginevra and M. Lucinan, Rev. Father F. Robbiani, Dr. and Mrs. De Vargos, Mrs. W. H. Taylor and child, Mrs. Henman and child, from Wuhu: Lieut. H. F. Carey.

Passengers Departed

Per P. and O. s.s. Nagoya for London: Mr. and Mrs. J. E. Wheeler, Mstr. D. and Miss J. Wheeler, Mrs. E. Peters, Mrs. W. and Miss Gallusser, Mrs. A. H. Langridge and infant, Mrs. E. J. and Mstr. J. Mackie and infant, Mr. and Mrs. A. H. Aiess, Miss E. W. Aiess, Mrs. J. and Miss Packham, Mr. D. Arthur, Misses H. P. Negus, M. R. Ferguson, Mr. and Mrs. G. A. Marshgreen, Mrs. E. L. Smyth and 2 infants, Mrs. A. K. Baxter, Mstr. and Miss A. Baxter, Capt. H. A. Wavell, Miss G. Rees, Messrs. K. C. Stevenson, R. N. Mungeam, E. Carwardine, Mstrs. W. and A. Emslie, Messrs. J. C. T. Messrs. J. P. Russell, S. Marks, T. Robertson, W. Standing, H. R. Hemsted, H. C. Chalmers, Misses A. R. Darling, G. Carpenter, A. H. Bellinson, Mr. and Mrs. O. Stevenson, Miss G. Stevenson, Mr. and Mrs. J. S. Beach, Miss A. Edwards, Mstr. Howder, Mr. and Mrs. T. Spring, Messrs. H. C. Pelling, F. A. Traecher, W. Robertson, C. W. Puckett, Misses M. Price, N. M. Burchell, Mrs. M. and Mstr. H. Coll and infant, Mr. and Mrs. W. J. Monk and infant, Misses C. and J. Monk, Mstr. W. Monk, Coy. Sergt. Major C. Y. Paice, Messrs. J. Bakker, A. J. van Wijngaarden, L. van Elzelinger, T. Kerrigan, G. Longford, N. Nicholson, J. Thomson, F. W. Foster, Mrs. G. E. Welch and infant, Miss Allen; for Marseilles: Messrs. G. Hoyanx, G. Cimbrani; for Singapore: Messrs. Hong Kon-san, D. Yun-tang, Hoao Ing-wai, Chang Yen-tsao, Sen Bingsan, Wu Kim-han, Chu Men-yim, Chu Men-ke, Chang Chuen-ke, Sia Keng-pak, Chen Tsang-hwei, Shih Pu, Wong-ting, Mao Chi-chang, H. V. K. Tsor, G. F. Cubitt, Koo Ping Cheng, Cheng Wai Ao, J. E. Jennings, P. A. Paris, T. Temsley, G. McBreen, Misses Tsu Shang Chao, Lian Chu, Yuen Su-pao, Koh, Tsong Li-yoong, Mr. and Mrs. Y. M. Shang, Mr. and Mrs. Koh Yung-tsong, Mrs. Koh Cheng-nz, Mrs. Shyao Chu Kuaiyi; for Hongkong: Mrs. J. Stubbings, Mrs. M. Arthur, Mr. and Mrs. C K. Chow, Mr. and Mrs. A. Chow and child, Mr. and Mrs. L. Foster and infant, Mr. and Mrs. H. N. Beaurepaire, Miss H. F. Skinner, Capt. E. J. Daniels, Messrs. A. Goodman, B. Ahamed, C. Phang, W. Hall, C. Hoang, R. Celieres, R. S. Piercy, S. P. Tong, Nah Wee-poh.

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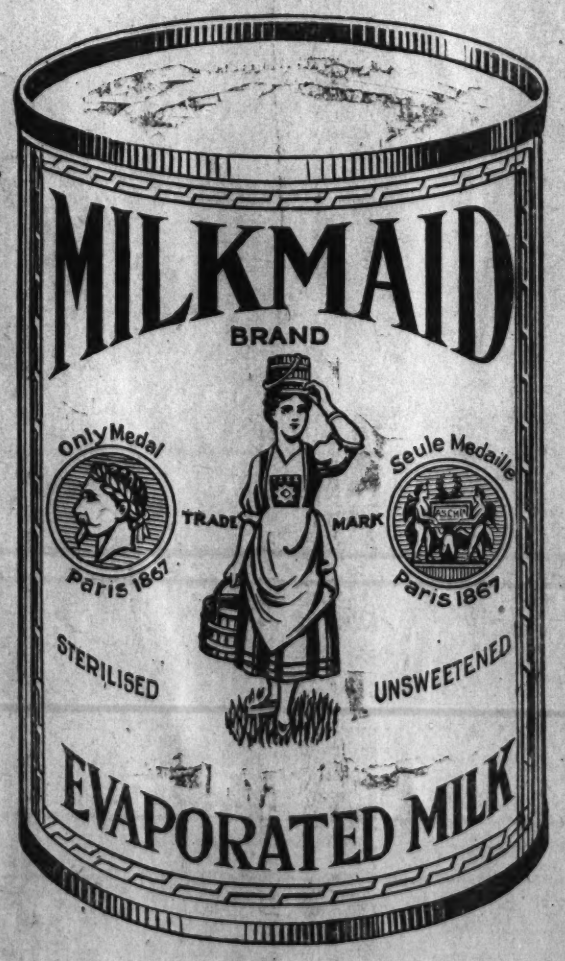

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The Star Garage, -:- -:- 125 Bubbling Well Road.

American Railway Head Back From Job In France

General Atterbury's Task To Get Men There, Supply Them And Bring Them Home

New York, July 10.—Brig. Gen. William W. Atterbury, former Vice President of the Pennsylvania Railroad, and for twenty-one months Director General of Transportation with the American Expeditionary Forces in France, was discharged from the army immediately upon his arrival in Hoboken last Saturday.

Gen. Atterbury wears three decorations—the American Distinguished Service Medal, the French Legion of Honor and the British Honorable Order of the Companion of the Bath. All of these awards were bestowed in recognition of the able manner in which he moved supplies for the Allied armies from the base ports up to the trenches.

In narrating at some detail the accomplishments of the Transportation Corps, Gen. Atterbury asserted that the Army Transport Service, a branch of the Transportation Corps, had established a record during the month of May in returning overseas fighters to America, landing 340,000 men, beating the record of 312,000 men carried across to France last September.

Transportation Problem

In discussing the transportation problems that confronted the army Gen. Atterbury said:

"The transportation problem that confronted the American expeditionary forces, briefly and generally stated, was about as follows:

"It was perfectly clear from the very outset that to take care of the tonnage the A. E. F. would have to bring to France, it would be necessary to utilise to the maximu every berthage accommodation not already in use by the French or the British that was available or that could be made available. Beyond and additional to all this it also would be necessary to provide new port facilities.

"It was with this understanding of the situation that, in conjunction with extensive improvements made at existing ports in France, the dock project at American Bassens, just outside of Bordeaux, was undertaken and carried to completion.

"Here was erected out of the mud bank of the Garonne River a modern ten-berth dock, equipped with forty electric Gantry cranes. This was one of the distinctive achievements of the A. E. F. in France.

Shortage Of Railroad Men

"At the time America went into the war the situation on the French Railroads in the matter of transportation personnel was serious. This was due to the fact that, by reason of the war, there existed no source of supply from which could be recruited an adequate number of suitable employes to meet the constant needs of the railroads. The strain of three years of work under war conditions was telling on the men, and consequently the caliber of the personnel was not as high as in peace times.

"The plan of the A. E. F. was to provide transportation forces commensurate with the added burden that the traffic of the A. E. F. placed upon the French railroads, and in addition to provide such supplemental forces in the way of car and locomotive repairmen, maintenance of waymen, as could be brought over from the States.

"Likewise in the line of railroad equipment the French had reached a rather serious stage when the Americans began to arrive in France. A considerable percentage of the Allied equipment had been captured by the Germans in the big drive at the beginning of the war. In the stress of warfare it had been impossible for them to give their locomotives and cars the attention they should have received, with the result that an excessive number of bad-order cars and locomotives had accumulated.

American Repair Forces

"One of the first steps taken in behalf of the A. E. F. was to arrange for the shipment to France of experienced car and locomotive repair forces to restore this bad-order equipment to working condition. At the same time arrangements were made for a car-erecting plant at La Rochelle to take care of cars arriving in a knocked-down condition from the United States. A locomotive-erecting plant at St. Nazaire to take care of knocked down locomotives arriving at that port also was planned.

"In addition the plan was developed of having locomotives sent to us from the States in a practically completed state on special ships, thus involving but little work in assembling when they reached us, and, what was much more important, relieving the port of St. Nazaire to that extent, as we could take care of the partially erected locomotives at Brest.

"With the view of avoiding unnecessary transportation of car and locomotive parts, together with the scattering of our erecting forces, we received practically all of our knocked-down equipment at the particular ports at which our erecting plants were located—St. Nazaire for the locomotives, and La Pallice, which adjoins La Rochelle, for the cars.

One Of The Vital Factors

"Throughout the war the car and locomotive situation was one of the vital factors entering into the conduct of combative operations. There never was a time when it was not essential to produce the greatest practicable efficiency out of the equipment available.

"To give an idea of what the program to have 4,000,000 men in France by the summer of 1919 meant, so far as cars and locomotives are concerned, it may be stated that we were arranging to have in France by that time 4,000 locomotives and 98,000 cars. To supply an army of that size we were planning for the reception and discharge of 101,000 tons of cargo a day at the ports.

"The condition of the French railroads when I reached France in September, 1917, was surprisingly good, considering the fact that they had been operating more than three years under war conditions, that no new railroad had been laid within that time, and that the force they had been able to keep on maintenance of way was practically negligible.

"For the manner in which the French railroads met the requirements of the Allied armies I have nothing but the highest commendation. At no time was there the semblance of a breakdown in the transportation machinery of the country, despite the great overload placed upon it, and the results achieved are a splendid tribute to the efforts of the French transportation authorities.

Construction Work

"It is, of course, to be understood that to take care of the shipments of the A. E. F. into France it was necessary to expand the capacity of the French railroads to meet the needs. This meant the planning and construction of immense storage yards, the providing of additional engine houses, the laying of supplemental tracks, the rearranging and extension of existing tracks and, in general, everything that goes to the enlargement and expansion of a railroad to meet greater needs.

"Behind each of the main ports we had stupendous storage layouts; then we had what we called our intermediate storage, about midway between the ports and the army zone, and then came our storage developments in the advance section.

After a short vacation, Gen. Atterbury will resume his work with the Pennsylvania Railroad.

U.S. ARMY AIR SERVICE FAST BEING DEMOBILISED

Net Decrease In Strength Is 87 Percent From Armistice To June 26

Washington, July 9.—The net decrease in the total commissioned and enlisted strength of the Army Air Service from the date of the armistice to June 26, was 87 percent.

An announcement made by the War Department today says:

"The following table shows the present distribution of personnel as compared with the figures of November 11 and the percentage of decrease. The June 26 figures do not include 593 officers and 1,949 enlisted men in transit or at demobilisation camps awaiting discharge:

	Nov. 11	June 26	Percent Net Dec.
Cadets	6,483	54	99
Enlisted men.	170,486	21,089	88
Officers	20,852	4,392	79
Totals ...	197,771	25,535	87

"The Air Service reports 2,721 active type planes and 2,663 active type engines at United States flying fields; of this number 39 planes and 35 engines, or 1 percent are not in serviceable condition.

"The Army Air Service is cooperating with the Forestry Service of the department in forest patrol duty. The Curtiss advanced training plane is being used.

"The airplane is of great value for forest patrol on account of the extensive range of vision possible. This range is about ninety-five miles for every 6,000 feet of altitude. Army planes have been operating in this service since June 1 and have located several fires with great accuracy, reports to the nearest station being made by parachute message, radio or carrier pigeon. During the week ended June 28 the California aerial forest fire patrol flew over 7,500 miles and discovered eight fires.

"During the week ended June 26, 1919, there were thirty-eight cadets at the elementary flying school. Twelve cadets were graduated."

Clean bills of health have been granted to more than 93 percent of the 2,000,000 officers and men demobilised by the army, according to announcement today from the Surgeon General's office. The announcement shows that negro troops showed slightly better physical condition than white soldiers.

ASK MILLIONS TO BUILD WAR MEMORIAL IN U.S.

Beautiful Building To Be Erected In Washington By Funds Gathered In Campaign

PLEDGE $1,500,000 AT START

Club Women Throughout The Nation Will Do Their Best To Get Money

Washington, June 22.—With prominent women backing it, a campaign to raise $10,000,000 for the National Victory Memorial Building was opened here today.

Heading the District of Columbia campaign is Mrs. Henry F. Dimock, President of the George Washington Memorial Association. Working with her are Mme. Grouitch, wife of the Minister of the Serbs, Croats and Slavonians; Mrs. Carroll Fraser, Mrs. Wesley Meson Stoner, Mrs. James C. Cantril, wife of the Congressman from Kentucky; Mrs. Stephen B. Elkins and Mrs. M. Martin Kallman.

Gen. Wood Advising Women

The men of Washington are taking a deep interest in the campaign, and already several pledges of contributions from mercantile houses have been received. Henry B. F. Macfarland, who conducted the Red Cross campaigns and served as President of the Commissioners of the District of Columbia from 1900 to 1910, is acting as an expert adviser to the women workers. Also acting in an advisory capacity are Major Gen. Leonard Wood and a committee from the American Civic Association, of which Miss Margaret Woodrow Wilson is one of the Vice Presidents.

The purpose of the building is to give to the United States a permanent and useful memorial to the soldiers, sailors and marines who took part in the world war. Land for the structure has been granted by Congress, the site being on the Mall, adjoining the new National Museum.

More than $500,000 already has been subscribed for the structure, and $500,000 more has been pledged contingent upon the raising of $1,000,000. Thus, when $500,000 more has been turned into the treasury, the $500,000 pledged also will be paid, giving $1,500,000 at the beginning.

Of the $10,000,000 needed, about $5,000,000 is for cost of construction and the balance for a permanent maintenance fund, which is to be administered by the Board of Regents of the Smithsonian Institution.

Approved By Art Experts

Plans for the building have been approved by the National Society of Fine Arts, and architectural experts say it will be one of the most beautiful in the world. In it will be a record of the part taken in the world war by every State and Territory in the Union. There will be an auditorium seating over 7,000, for national and international gatherings, and there will be permanent headquarters for military and patriotic organisations.

Club women of the country are taking an active interest in the movement. Mrs. Phillip N. Moore, President, of the National Council of Women, has communicated with the thirty-one affiliated organisations, which represent a membership of 10,000,000, and has received assurance that patriotic women throughout the United States will do all in their power to raise the fund.

MEMORIAL SERVICE HELD IN LONDON FOR BOTHA

Westminster Abbey Ceremony Is Tribute To Premier Of South Africa

(*Reuter's Service*)

London, September 4.—An impressive memorial service was held in Westminster Abbey today in honor of General Botha. The King was represented by General Sir William Birdwood. Others present included Mr. Bonar Law, Mr. Roberts, the Food Controller, the various High Commissioners and Agents General, representatives of the departments of state, and many other distinguished personages, as well as representatives of the Dutch Reformed and Non-Conformist Churches.

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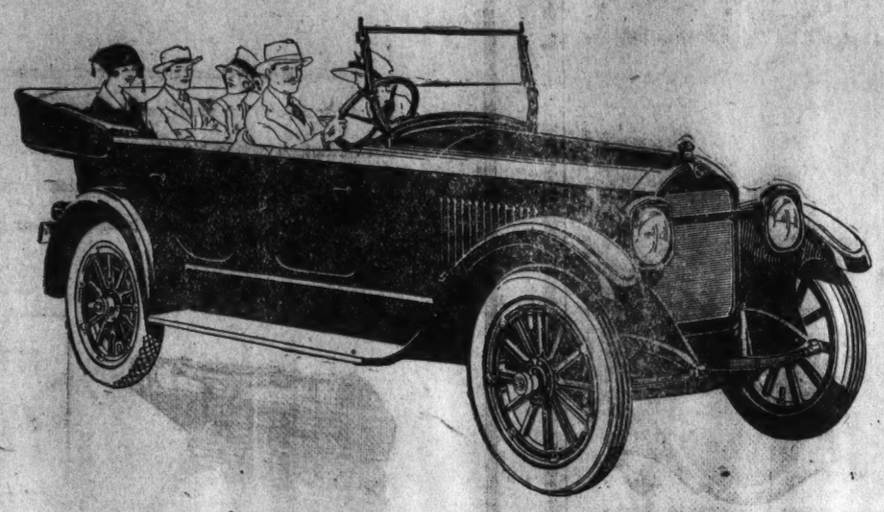
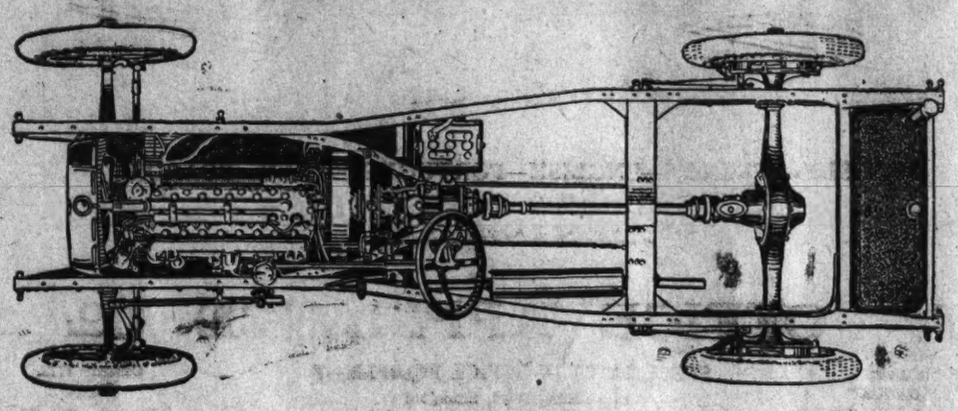


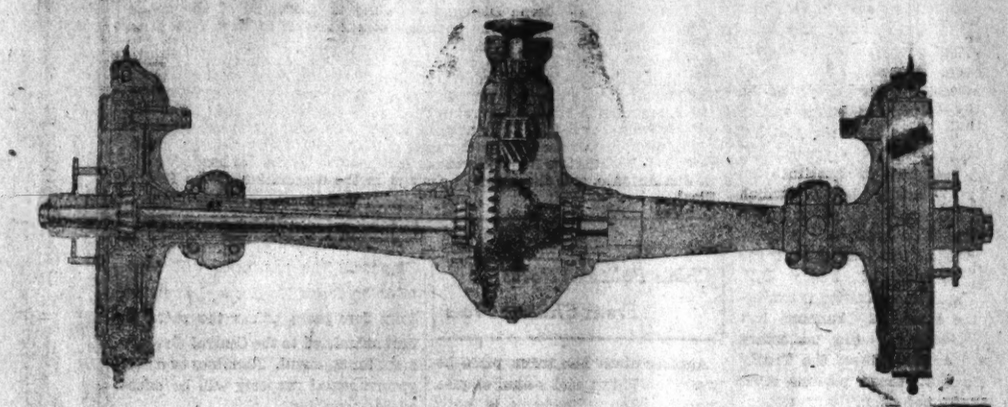
THE NEW STUDEBAKER is the final result of the combined experience and genius of the entire engineering staff—among the ablest known to the automobile industry.

The real worth of any car must, in the final analysis, be judged entirely from the stand point of the correctness of its chassis design and mechanical construction.



THE CHASSIS

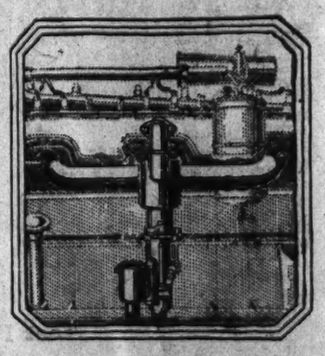
Note the perfect distribution of weight, and the strength of construction. Simplicity has been achieved by means of the "Hotchkiss" drive, thus eliminating all torque arms, and radius rods. Designed to meet horizontal as well as vertical stress and strain.



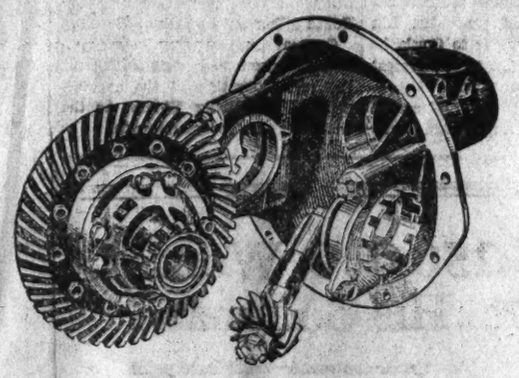
THE REAR AXLE

is of improved semi-floating type with a powerful housing. Immume from breakage, and trouble-proof. This type is used on all of the finest cars and trucks, and can withstand any load or side strain.

A superior type of "Hot Spot" Manifold is the regular equipment of Studebaker Motor Cars.



Allowing the use of cheap low grade gasoline, and giving results equal to those obtained from higher grade gasoline when used in other cars.



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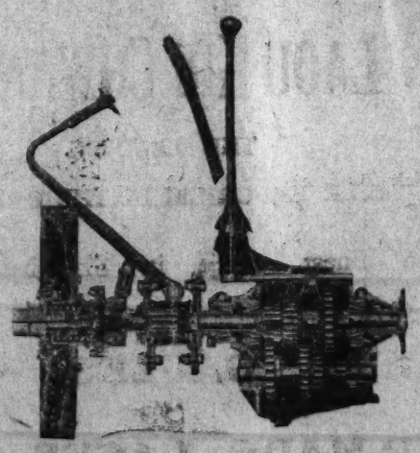
A vital part of the car rigidly supported by a sturdy one-piece carrier. Smooth, quiet running gears.



THE CLUTCH AND TRANSMISSION.

Simplicity of design and strength of construction. All unnecessary parts eliminated. Silent, smooth-working, easy to operate. From the speed of the wind, to a snail's pace, at an instant's notice.

THE QUALITY OF THE RADIATOR

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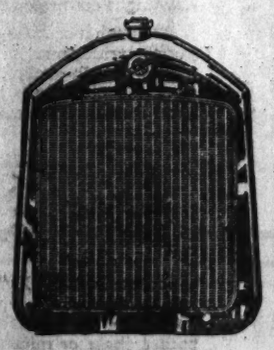

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WILL TRY VON TIRPITZ FOR HIS NAVAL PIRACY

Seventy-One Other German Officers 'Wanted' For Submarine Crimes And Atrocities

BRITISH TO ASK THEIR TRIAL

Committee Preparing Report On Matter Of Kaiser And Other Enemy Officials

London, July 8.—It is understood that Admiral von Tirpitz is among the Germans accused of having committed acts in violation of the laws and customs of war whose surrender for trial will be demanded by the British Government. It was stated in The Times on Saturday that the Admiralty had handed in a list of 71 German naval officers and others who were "wanted" for submarine crimes and other barbarous acts at sea. The German Government has pledged itself to hand over all such persons for trial by military tribunals.

It is understood that a small Committee of Ministers, on which the Law Officers are represented, is engaged in preparing a report to the British Government on all matters connected with the trial of the Kaiser and of less highly-placed Germans who are accused of having committed acts in violation of the laws and customs of war.

The position is becoming clearer in several respects, and it is possible to answer many of the questions which are being widely asked. In the first place it has been suggested that a special bill may be necessary to constitute the military tribunals before which accused Germans other than the Kaiser are to be brought. It seems to have been overlooked that the general Treaty of Peace Bill, which the Prime Minister introduced in the House of Commons last week, gives all the necessary powers. Article 229 of the Treaty provides that these persons shall be brought before military tribunals, and Clause 1 of the Bill lays it down with a wartime comprehensiveness that his Majesty may make such appointments, establish such offices, make such Orders in Council, and do such things as appear to him to be necessary for carrying out the Treaty and for giving effect to any of its provisions. It may be taken, therefore, that it is the present intention of the Government to constitute the military tribunals and settle their procedure by Orders in Council made under the Treaty of Peace Bill.

Another point which needs to be cleared up relates to the League of Nations. There is a widespread assumption that the trials will be held under the jurisdiction of the League. This is not so. The Council of the League has been instructed to formulate and submit to the Members for adoption plans for the establishment of a Permanent Court of International Justice to hear and determine any dispute of an international character which the parties may submit to it. But no such Court is yet in existence, and, even when it has been formed, it is doubtful whether it will have the sort of criminal jurisdiction demanded by the trials of the Kaiser and other German wrongdoers. These trials will be held by virtue of the Peace Treaty alone, and there is no reference to them, either directly or indirectly, in the Covenant of the League of Nations. At the same time, leading British jurists hold strongly that the holding of these trails will strengthen the position of the League. For the Covenant is based on four principles for the promotion of international co-operation and the achievement of international peace and security which the Kaiser and the other accused persons have violated.

1. The acceptance of obligations not to resort to war.
2. The prescription of open, just and honorable relations between nations.
3. The firm establishment of the understandings of international law as the actual rule of conduct among Governments.
4. The maintenance of justice and a scrupulous respect for all treaty obligations in the dealings of organised peoples with one another.

Finally, on a point of details, it can be stated authoritatively that there can be no appeal from the verdict and sentence either of the special tribunal in the case of the Kaiser or of the military tribunals.

NAGOYA SAILS TODAY

The P. & O. liner Nagoya leaves early this morning for London and intermediate ports with a large list of passengers. Among those from Shanghai are Mr. and Mrs. J. E. Wheeler, Mr. and Mrs. A. H. Aless and Miss Aless, Mr. and Mrs. J. W. Monk, Miss May Price, Capt. H. A. Wavell, Mr. H. C. Pelling, Mr. W. Robertson, and Mr. T. Kerrigan.

General Dickman And Admiral Rodman Sent To Mexican Border

ADMIRAL RODMAN MAJ. GEN. DICKMAN

Major-General Joseph Dickman, formerly in command of the American Army of Occupation, who upon his recent arrival in New York from Europe received orders to take command at once of the Southern Department, with headquarters at San Antonio, Tex. It embraces all military units on the Mexican border. Admiral Hugh Rodman, commander of the Pacific Fleet, which is reported en route to Mexican waters, following the recent insult to the American flag and the hold-up of American sailors from the U.S.S. Cheyenne, in the waters near Tampico. Special significance is attached to the hurried departure of Major General Dickman for Washington for conferences before establishing his headquarters in San Antonio, and the reported change in the destination of the Pacific Fleet.

China Political Notes From Chinese Press

Another clash has taken place between the Chihli and Anhui cliques. President Hsu Shih-chang is quite pessimistic over the general situation when members of the Northern party are unable to be unanimous. He has sent representatives to do peace-making work and ask the leaders to sacrifice their personal views.

Russian troops clashed with Kirin forces Thursday in Yimienpu, Kirin, according to the report of the Tuchun General Pao Kwei-ching. Mr. Fu, the intendant of Kirin, has taken up the matter with the Russian authorities. General Pao prayed that Mr. Liu Ching-jon, the Minister to Omsk, be instructed to lodge a strong protest with the Omsk Government.

Plans to restrict the provinces in their negotiation for foreign loans have been formed by the Ministry of Finance. The provinces will hereafter be forbidden from borrowing from foreigners unless the same is first submitted to the Central Government for approval. No mines or other governmental property will be offered as securities.

General Hsu Shu-cheng gave a dinner party Friday in honor of Mr. Yang Tcheng, the Shanghai Foreign Commissioner. General Hsu asked Mr. Yang to use his influence to enable Mr. Wang Yi-tang to conduct the peace conference in Shanghai.

Mr. Wang Yi-tang called on the British, American, French and Japanese Ministers to Peking Friday. The latter urged Mr. Wang to see that union is effected in the country at once. Mr. Wang will leave for the South either on the 11th or the 12th.

General Lu Yung-ting has addressed a telegram to Peking asking for the reconsideration of the appointment of Mr. Wang Yi-tang as the Northern chief peace delegate.

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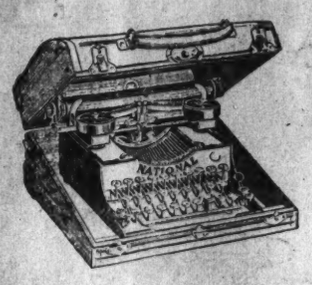

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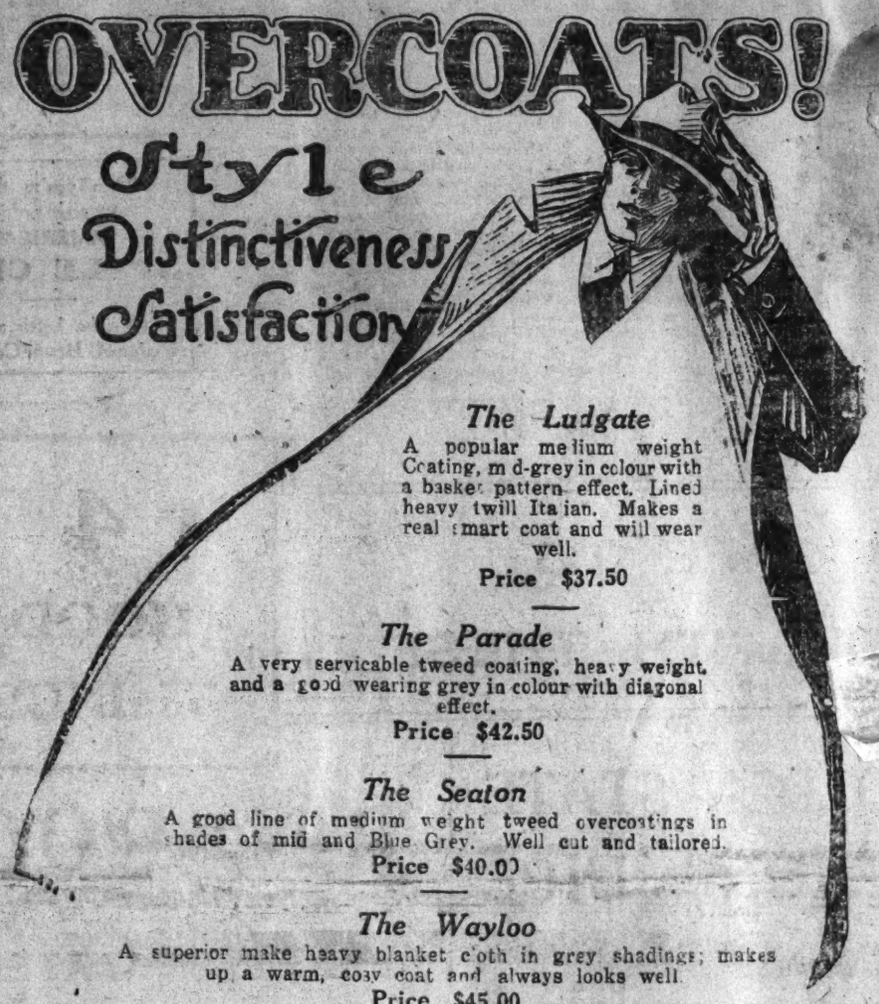

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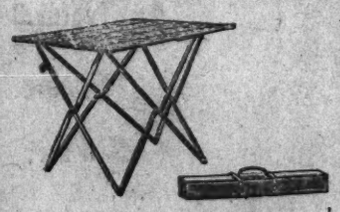

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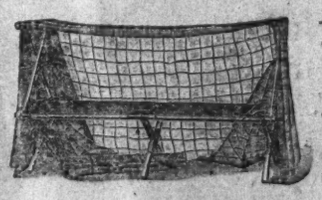

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A Talk With Ebert, President Of Germany

By Elias Tobenkin

"When, as a young journeyman harness maker, I entered the labor movement of Germany, the motto of the movement was 'the will of the people shall be the highest law.' I was in agreement with this motto then, and I held fast to it all my life."

In these words Friedrich Ebert laid down his creed soon after he accepted the Provisional Presidency of Germany. Friend and foe alike agree to this characterization of Ebert. The middle and a part at least of the upper classes of Germany see in Ebert a democrat, and mildly approve of him. The Independent Socialists, and many even of his own party, the Majority Socialists, see in Ebert a democrat but not a "Social Democrat," and hence disapprove or disavow him.

The declaration is typical not only of Ebert's political mentality, but of his make-up in general. He is a middle-of-the-road man in thought, action and speech. Unlike almost any other statesman in Europe, Ebert scrupulously avoids catchwords and pointed phrasing. In a period of slogan-making his speeches are singularly devoid of slogans. While himself an editor for many years, he does not think in newspaper headlines. He speaks clearly and to the point, but does not attempt to coin epigrams. In a twenty minutes' conversation which I had with him he hardly used an adjective—nothing but verbs and nouns.

Under The Hammer

I was interviewing Ebert in the German chancellery (Reichskanzler) in Wilhelmstrasse. The Independent Socialists and their press had for weeks been insisting that Ebert and his party, the Majority Socialists, had "sold out" to the bourgeoisie; that they had become a middle class party (burgerlich), democratic, but no longer Socialist. The rock upon which the Majority Socialists had foundered, according to the radical critics of the government, was the question of the socialisation of industry. I therefore asked Ebert about these charges by the radicals. Did he intend his government to be a Socialist government? Did he mean to socialise the industries of Germany in accordance with the dictates of theoretic socialism?

He gave me a look full of weariness as well as of patience, a look that was a plea for reasonableness toward himself and his government. And then he said:

"Our immediate problem in Germany is not the socialisation of industry, but its restoration. We have a few industries that have reached the size of a monopoly, mines and the like, and these we shall nationalise. But in the main the problem is not how to socialise the factories, but how to get them going once more; how to obtain the raw materials necessary to start the industries up. The next problem is to set the men to work once more in these factories.

A Population Unstrung

"The population has become unstrung and unsettled by the hardships of the war and the blockade. Work, regular employment and adequate living will bring their nerves around to normal again. Then, after production has once more been established and is running safely and profitably, the question of socialisation will be timely. With our factories devoid of raw material and our workers idle, the question of the socialisation of industry is academic and out of place."

The one thing that strikes one about Ebert as he speaks is his utter lack of pose, either natural or acquired. While many other German leaders were soliloquising and using such threat words as "Bolshevism," "suicide of Germany," in feigned or genuine anger against the Allies, Ebert was singularly lacking in "pathetic gestures." He faced things calmly, in a matter of fact way.

When I asked him how much weight there was in the assertion that Germany would go Bolshevist he said:

"We hear talk of Bolshevism in Berlin, but we hear no talk of Bolshevism in Dresden. Why? Because in Saxony the textile industries are able to give employment to the population. The lesson is obvious—work. Regular employment is the greatest antidote to Bolshevism. As soon as we can get our factories in Berlin started the menace of Bolshevism will pass."

There have been repeated assertions that the revolution had not made much change in the German government, that the government of Ebert was no better, no more democratic than the government of the Hohenzollerns. When I entered the Reichskansler, the sanctum sanctorum of former German imperialism, where the wall furnishings and pictures still seemed to exude memories of Bismarck, von Bulow, Bethmann-Hollweg and the late Count Hertling, I looked for evidence which would tend to affirm or deny the above statement.

Civilian Clothes

Only one of the attendants in the waiting room of the chancellery was in livery—the livery of the old regime. The rest all wore civilian clothes. The people who thronged the waiting room to see Ebert or any one else of his four associates on governmental business were men of the middle class. Many of them were of the labor union variety. Only one among fifty or more individuals was distinctly of the German upper class. Though this man still wore his monocle and gave evidence of thorough familiarity with the place, he was distinctly not at home among this new class of visitors to the highest government office in the land. He was nervous and fidgety.

The difference became even more apparent once one was inside of one of the government offices. The personnel here, the clerks, secretaries, assistants, without exception, looked as if they had recently come from Socialist newspaper offices or from the headquarters of a labor union. There was no trace of the well known German officialism about them.

While I was waiting to be taken into his private office I saw Ebert go from one to the other of the offices. He walked like a brisk, hustling executive, and he was dressed like one. He wore a blue serge suit and the trousers were not too freshly creased. As we talked he leaned back in the chair, negligee like, much the same as if he would do in the office of his newspaper. Once or twice during the interview the President of the German republic grew even a bit chatty about America. It seemed not a feigned interest either, but a genuine healthy curiosity in things across the other side of the water by a son of the German people, who might himself readily have been an immigrant in America had fortune shuffled his cards slightly different.

No Diplomatic Tricks

It was plain at first hand that Ebert had not yet learned all the tricks of political suffness and mummery of the diplomat. This was made even more plain when after the interview his secretary, a keen Socialist newspaper man, who had listened to everything the President of the German republic was saying to me, held a brief conversation with Ebert and then, as I was leaving, asked me if I would not eliminate a reference to Alsace-Lorraine made by Ebert in my cable of the interview, as this reference might lead to misunderstanding. Ebert had spoken feelingly of Alsace-Lorraine. He complained that the French were not treating the Germans there fairly, and he made definite allegations.

"You understand," the secretary, Herr Rauscher, explained in asking me not to cable this part of the interview, "that we are through with Alsace-Lorraine. Schluss! We are giving it to France. What President Ebert said was merely an expression of his feelings with regard to the treatment of the Germans there by the French and not a question of governmental policy. However, in order not to breed any possible misunderstanding of his attitude, we will appreciate your omitting all reference to Alsace-Lorraine. It is not essential to your interview anyway."

Ebert—Fritz Ezert, as he was familiarly known in the Socialist and labor movement of Germany prior to his becoming President and drawing the wrath of the independents upon his head—is a genuine child of the people. He was born in Heidelberg, the classic city of Germany, world famous for its university, on February 4, 1871. But though the university was next door, so to speak, to the Ebert home, Fritz Ebert never had a college education. The caste system which prevailed in German education made this impossible. Ebert's father was a tailor, and young Fritz was one of six children. The home was narrow indeed, for his father made his workshop in it. The children, and especially Friedrich, thereupon made the entire city of Heidelberg their home. He was one of the wildest boys in town. But full as he was of pranks during play hours he was sober and devoted in the classroom. His teachers praised him highly.

Into The Harness

In 1885, when he was fourteen years old and the time came for him to choose an occupation, Ebert chose to be apprenticed to a harness maker. Sentiment was back of his choice. All through his childhood Ebert had longed to ride a horse—a real horse, not the make-believe broomstick horse he was riding in play. He never could forgive his father for sitting in one place, working with a needle and filling up the room with the odor of sponge and cloth he was ironing, instead of walking in the field behind a plow and a horse. So he chose harness making as the occupation bound to bring him in touch with horses.

Fritz Ebert liked his job. Nevertheless he was glad when his four years' apprenticeship ended and he could start in his "wanderjahre." He started his wandering by going to Mannheim in 1889, and here, a full-fledged worker, he ran full tilt into the nightmare which was then hanging over the heads of Germany's radical workmen—Bismarck's anti-Socialist laws.

Ebert began to study these laws and their operations. This brought him in contact with the leaders of Socialism, and soon he was a disciple of the Socialist philosophy. His ready nature craved activity and enterprise. He began by assuming important posts in the labor movement. He soon was leader of the saddlery workers' union in Mannheim, but outgrew this job. Moreover, the anti-Socialist laws made it necessary for him to move about. A rolling stone, he still gathered the moss of learning, and especially the Socialist theories of his day. He had the friendship of Wilhelm Pfannkuch and other Socialist lights in Germany, and was soon working his way up among the national leaders of the movement.

In 1894, finding his interests widened, he gave up his work at the bench and took a job, paying twenty-five marks a week, with the "Bremer Burgerzeitung." That was the beginning of his career as a journalist, leader and parliamentary spokesman of the Socialist movement.

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Self-Determination Not A New Expedient

First Plebiscite Was Held In Avignon During The French Revolution—Forthcoming Book Traces History And Growth Of The Movement

(*New York Times*)

The doctrine of national self-determination has acquired such prominence during the war that it has become important to know exactly what the doctrine is and what has been its history. A careful study, based on original documents, has been made by Miss Sarah Wambaugh for the Carnegie Endowment for International Peace and is to be published soon by the Oxford University Press. It deals in detail with all the cases where a popular vote has been held in cases of changes of sovereignty, and also with the various instances where self-determination has been formally discussed as the method to be adopted, but has not been carried out.

The monograph opens with a historical account of the origin and growth of the doctrine, showing that, contrary to the popular impression that the idea of self-determination is comparatively young, in reality it is a principle stated, as regards cession of territory, as far back as the seventeenth century by writers on international law, and even followed at times, though vaguely, by several Kings of France. Its real beginning, like the doctrines of our own Declaration of Independence, was, however, in that period of the ferment of new ideas preceding the French Revolution, and it was during the French Revolution that the doctrine was first formally applied by means of a popular vote.

As a consequence of the doctrine of popular sovereignty the leaders of the French Revolution, with only a few exceptions, never questioned the necessity of taking a vote in cases of changes of sovereignty. In 1789, almost at the outbreak of the revolution, the question arose regarding Avignon and the territory surrounding it, which had belonged to the Pope since the fourteenth century. As this was the first case in history of self-determination by popular vote it will be interesting to give it in some detail.

There was a civil war in the territory between the adherents of the old regime and the revolutionaries, and the latter appealed several times to the French assembly for union, but owing to the fact that Avignon was of strategic value to the struggling new republic and that France had a historic claim to sovereignty there, the answer was a refusal each time, as the will of the inhabitants had not been determined. At length a vote was taken in each commune, and the minutes of the votes were sent to the Assembly. After examination the Assembly decided that the votes were useless, as they had been taken in the midst of civil war, and it rejected the proposed union.

Some action was necessary, however, to stop the bloodshed, and the Assembly agreed to send mediators to Avignon to pacify the region. This was done; another vote was taken under their auspices; the Assembly, whether rightly or wrongly, finally became convinced that the majority of the people wanted to join France, and the vote of union was at last passed.

The decree of the French Assembly, in passing on the first instance of self-determination by vote in the history of the world, was translated as follows:

"The National Assembly declared that, by virtue of the rights of France over the United States of Avignon and the Comtat Venaissin, and in accordance with the vote freely and solemnly expressed by the majority of the communes and of the citizens of these two countries for incorporation with France, the said United States of Avignon and the Comta Venaissin form, from this time on, an integral part of the French Empire."

Historians still differ as to whether the election was fair and whether the majority actually voted; it was a viva voce vote, as all were at that time, and historians who contend that it was unfair assert that pressure was used. This is probably true, but against such charges the point is made that the French Assembly had shown its intention to be fair in refusing to follow the then universal policy of grab. The question of union with Avignon had been up before the Assembly four times before favorable action was taken.

The next case was that of Savoy and Nice, in 1792. French Generals had gone into Savoy; they had been received with open arms. The desire for annexation seemed universal, but the French Assembly again decided that the question of a union must first be put up to a vote of the people. The French Army was withdrawn to the frontier of Savoy, and the vote was taken—strongly in the affirmative. Meanwhile, French forces had entered Nice, to be received with the same rejoicing. The Provisional Government of Nice sent an address to the French Assembly begging for union. The Assembly decided:

"We cannot deliberate on the demand for union presented by the Provisional Administration of the former County of Nice until it has ascertained the express wish of the people, freely uttered in primary assembly."

Now comes a turning point in the doctrine. Up to this time the French Assembly appears to have been trying to follow the principle of self-determination conscientiously. In the later annexation during the Revolutionary period, although there was still recognised the necessity of basing claims of annexation on the will of the people, it is shown by ample evidence that the votes in the Belgian communes, in the Rhine Valley and including the Sarre, were carried out unfairly. Pressing necessities, at least as urgent as those which caused the Peace Conference at Paris to diverge from the complete application of the doctrine, bore down on the French Assembly. The war against the rulers of Europe who were attempting to destroy the Revolution had grown to large proportions. It was expensive to finance French armies fighting at a distance from home. The French Assembly thought they had a right to make the Belgians pay for liberation.

To force them to absorb French notes—the famous assignats—which the presses of Paris could turn out rapidly, annexation appeared to be necessary. The Belgians, however, wished independence. Consequently the vote had to be forced, and the plans followed were more arbitrary than the methods of the modern political boss. Election laws were made which disqualified the adherents of the old order. Leaders of the Opposition were deported, and other intimidation was practiced.

The reactionaries of the Congress of Vienna, in 1815, paid no attention to the doctrine in the redividing of Europe. But the idea, proclaimed by the French Republic, could not be recalled and locked up in the cabinets which held the secret treaties.

The principle of self-determination lived under the surface of the European world until 1848, the next period when the hopes of men surged upward in the passion for a larger, freer life; the recrudescence threw country after country into turmoil, first of stormy political discussion, then into the clash of arms. The revolt against Austria which had been smoldering in Italy for years burst into flame. There were uprisings in all the little States of Italy. The King of Sardinia—whence was to come the future King of united Italy—was appealed to and came to their aid. The King and the other leaders of the movement say that to substantiate their claims to union in face of the treaties and the widespread European opposition there was only one plea, namely, the right of self-determination, and on this they rested their case.

Votes were taken in Lombardy, Venetia, Parma, Piacenza, Modena, and Reggio, and in each the result was overwhelmingly for union with Sardinia. The Sardinian King and Parliament accepted them, and the provinces were united with the kingdom. Each of the provinces had a Provisional Government at the time, having revolted and put the Austrians out.

In 1848, also, a plebiscite in Northern Schleswig had actually been advocated by Prussia to determine whether it should join Denmark or the Germanic Federation, but was not held. From 1855 to 1866 there was scarcely a year without some endorsement of the method. Austria, Russia, and Turkey had always been against it, but even they in this period participated in self-determination to settle European territorial questions. The Congress of Paris met in 1856 to consider the reorganisation of the Danubian principalities of Moldavia and Wallachia—units of the future Rumania—decided to leave the question to the vote of Assemblies specially elected in the principalities themselves. An international commission—the first of the kind in the history of the world—was appointed to consult with the Assemblies. It supervised the election. Although its sessions were stormy, and the commissioner of each power reflected too faithfully the attitude of his home Government on the union, it was a most useful organ and served as a means of forcing the Turkish officials to hold a second and fair election in Moldavia, the first one having been obviously unfair.

The suffrage here was on the basis of a class system which gave the landowners a large preponderance of power. The votes in the days of the French Revolution had been almost on the manhood basis, and those of 1848 in Italy had been absolutely by manhood suffrage, even including illiterates.

From Italy again, in 1859, came a second appeal to self-determination, after the second great Italian war against Austria for a united Italy. The Italians had obtained the support of Napoleon III. of France, though as a matter of fact, while he desired to see the Italian States independent from Austria, he did not want to see them united, as that would antagonise the clerical party in France. When the war came to a sudden end with the peace of Villafranca, which gave to Sardinia only Lombardy, left Venetia to Austria and made other territorial dispositions unsatisfactory to Italian aspirations, the people, deprived of the support of Napoleon, saw they must take matters in their own hands. The British Cabinet, with Lord Palmerston as Prime Minister, Gladstone as Chancellor of the Exchequer, and Lord John Russell as Foreign Secretary, now came to the aid of the Italians, supporting the claim that the issue in Tuscany, Modena, and the Papal province of Romagna should be decided by assemblies specially elected and by limited franchise. The assemblies met, formally dethroned their former rulers and voted for union with Sardinia. Napoleon himself, an ardent advocate of national self-determination, could rest further opposition to the union only on the argument that the votes had been unfairly taken. Lord John Russell, who had all along insisted that every precaution for fairness be taken in order that the votes might have great weight, himself considered them above reproach; nevertheless he proposed to Cavour, the Italian statesman, that fresh assemblies be efected to meet Napoleon's objections. But Cavour decided to force Napoleon's hand by holding actual plebiscites on the basis of universal male suffrage. These were accordingly held in Tuscany and the other Duchies. The result was overwhelmingly for union and it took place. There followed the annexation of Naples, Sicily, the Marches, and Umbria, by the same method; in 1866 came the union of Venetia; in 1870, that of Rome, and thus we have modern Italy, in the building of which the principle of self-determination was made the cornerstone.

These votes gave rise to little controversy, except in the case of Rome, but there was in 1860 another case of self-determination on which a controversy has raged among historians from the time it took place until now. In return for aid in liberating Northern Italy Napoleon had exacted of Cavour the promise of the cession to France of Savoy and Nice. In consenting Cavour had insisted and Napoleon had agreed that the following clause should be in the treaty:

"It is understood between their Majesties (of France and of Sardinia) that this annexation shall be effected without any constraint of the wishes of the populations and that the Governments of the Emperor of France and of the King of Sardinia will consult together as soon as possible upon the best means of appreciating and verifying the manifestation of those wishes."

The vote was for France. This case is used by those who attack the doctrine of self-determination by manhood suffrage as showing that a popular vote is futile and cannot be carried out fairly, but on analysis Miss Wambaugh finds that the attack on the vote of Savoy is really to the effect that the Savoyard officials, appointed by Sardinia, were instructed to carry on propaganda for the cession, and that the clergy exercised religious pressure for France, but that there is no real charge of fraud. Savoy was French by race and sympathy and was now anxious, furthermore, to escape from her subordinate position in the newly formed Italy. The attacks on the vote in Nice, it is probable, are more justified.

In 1863 we find the British Government surrendering the protectorate over the Ionian Islands, subject to a vote of a specially elected Ionian Assembly, a stipulation indorsed in three treaties to which almost all the great European powers were signatory. In 1864, at the great Conference of London, a plebiscite was again proposed by France and supported by the Germanic powers, who had everything to gain and nothing to lose, as the only practical way of settling the Schleswig question. The other plenipotentiaries agreed to it in principle, but no agreement could be reached as to the limits of the territory where the vote should be taken. The war ended in Denmark losing the whole territory.

In 1866, by the Treaty of Prague, after the war between Austria and Prussia, Austria ceded Schleswig to Prussia, on condition (at the instance, it is said, of Napoleon) that there should be a free vote in Northern Schleswig. Prussia proceeded to annex the whole of Schleswig and the vote, in spite of the protests of liberal Europe, never was taken.

In 1867 occurs the only case where the United States has been a party to a plebiscite. This was in pursuance to carrying into effect the treaty then under negotiation with Denmark for the purchase of the Danish West Indies. A vote was taken by Denmark in the islands. The vote was almost unanimous for cession, but owing to opposition in the Senate the treaty was not completed.

Since 1870 there have been only two cases of self-determination as to questions of union, that of Rome, already referred to in the formation of Italy, and that of the Island of St. Bartholomew, which was ceded by Sweden to France in 1877, under stipulation that a vote be taken.

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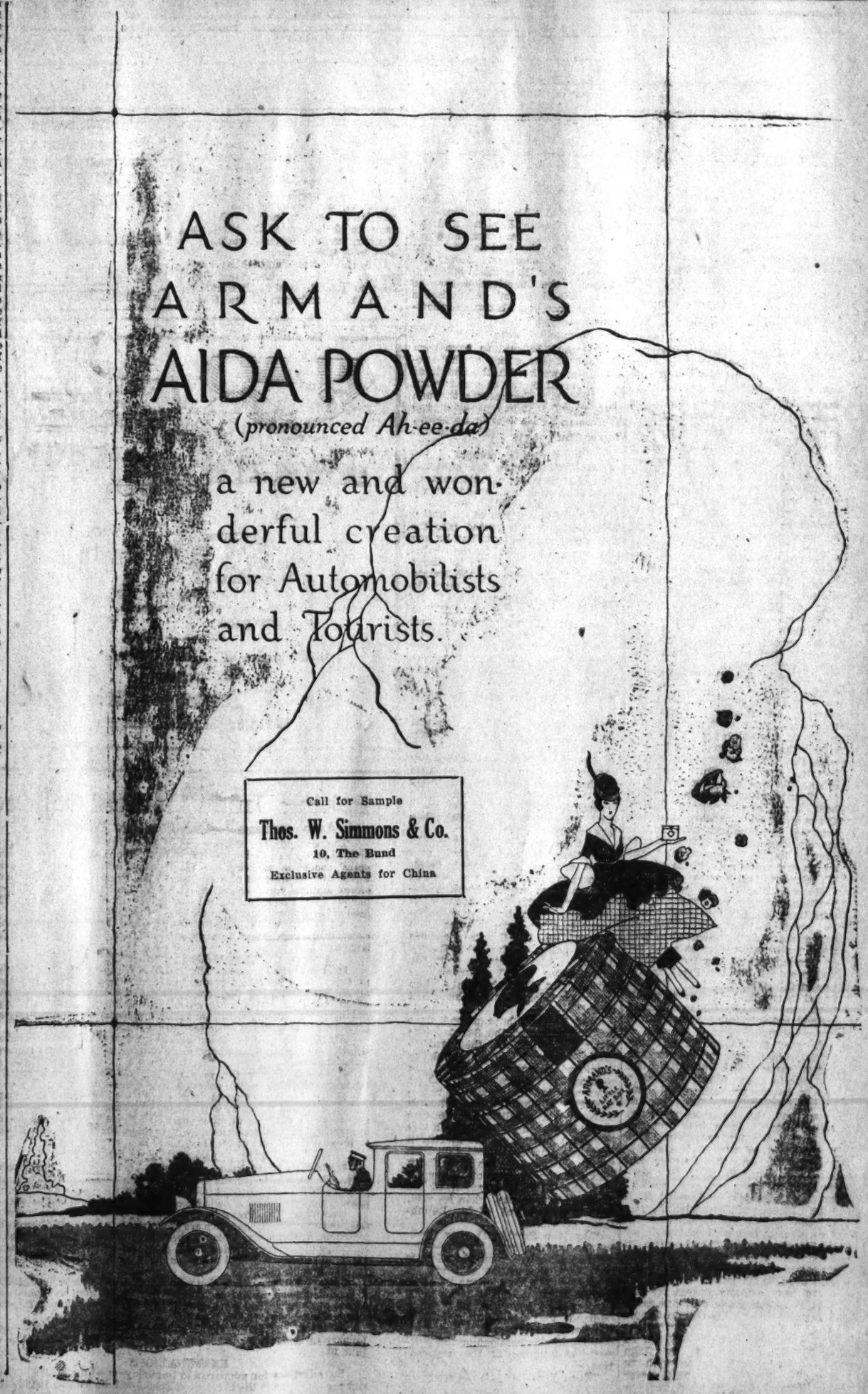

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President And Senate— Ill-Matched Yoke Mates

An Old Conflict In Treaty Making That Has Been Going On Ever Since The Constitution Was Adopted

AFTER six months of negotiation the treaty of peace now is in the hands of the Senate. It is possible, if not probable, that as many more months may pass before that body shall have finished its consideration of it.

Meanwhile this country will be in the anomalous and somewhat awkward situation of continuing in a state of war after all its partners in the conflict shall have made peace and resumed their normal intercourse with the enemy and with the neutral world. For Germany already has accepted the treaty and it will instantly come into force between her and any country ratifying it, whenever three of the principal Powers shall have formally declared peace.

The Difference

The reason for this is simple. The whole treaty-making power of the other Governments was represented in the peace negotiations at Paris, where only half of ours was represented and where it was absolutely impossible for the other half to have any representation whatever.

In the American Constitution the treaty-making power was supposed to be equally divided between the President and the Senate, and yet each was left independent of the other. The President is not the agent of the Senate, for it neither chooses nor controls him. Nor could the Senate have sent an agent to Paris, for under the Constitution no communication may be held with foreign Governments except through the President.

The President might indeed have sent Senators to the Peace Conference, as many thought he should have done. Perhaps that would have been good political tactics; but they could not have gone as representatives of the Senate. They would have been only the agents of him who appointed them; acting by the President's authority, and as much subject to his command, therefore, as Mr. Lansing or Col. House has been.

A Puzzling Word

This is the settled interpretation of the Constitution and the time-honored procedure. When the Constitution says that the President "shall have power, by and with the advice and consent of the Senate, to make treaties," we know what its framers meant; but no one knows how they meant that it should be done or, indeed, could be done.

Just how the prudent fathers wished the President to share this power with the Senators is open to question. If they had said that he should make treaties with the consent of the Senate, that would have been easy to understand. But they seem to have made it a condition precedent to the making of a treaty that he must obtain both advice and consent.

Now, what does the Constitution mean by advice? That is the most puzzling word in the great charter. In the very next sentence to the treaty clause it occurs again, where it is provided that the President shall "nominate and by and with the advice and consent of the Senate, shall appoint" men to office. No one has discovered how the Senate, after a nomination has been made, can give its advice on the subject, and the word is utterly ignored in practice. The Senate merely consents or withholds its consent in the matter of selections which are made without its advice.

Washington And Senate

George Washington was in a position to know the purposes, the intentions of the men over whom he presided in the Constitutional convention. And he seemed to look upon the Senate rather as a cabinet of advisers which the Constitution had provided for the President in the making of treaties. But he found in the first six months of his term in the Presidency that a cabinet entirely independent of him was an impossibility.

In good faith Washington began by going in person to the Senate in secret session and submitting for its advice the rough draft of a treaty before proposing it to another Government. He saw at once that the Senators were not disposed to sit down with him and go over the business with him. Naturally they wished the august outsider to leave the chamber and let them come to their own conclusions in their own way, unawed by his presence and apart from him. Maclay of Pennsylvania, one of the anti-Administration Senators, depicts in his diary the father of his country as "starting up in a violent fret," and finally withdrawing, "with a discontented air," and even "with sullen dignity."

As my memory serves me the first President made only one more attempt to go to the Senate for its advice on a treaty, and when he came out, according to William H. Crawford, as quoted by John Quincy Adams, he swore with "a big, big D" that he would never go there again. Nor did he; nor did any of his successors venture to appear before the Senate in its treaty-making capacity until 130 years had passed, when Mr. Wilson personally submitted to it last Thursday the Treaty of Versailles.

Other of the earlier Presidents, who had reason to understand the intent of the framers of the Constitution, invited in writing from time to time the advice of the Senate before negotiating treaties. But the custom soon fell into what Grover Cleveland described as "innocuous desuetude."

It was found that legislative deliberation was incompatible with international negotiations, which often depend upon prompt decision, taken on the spot. This lesson was learned when Congress sanctioned the expenditure of $2,000,000 for the purchase of the town of New Orleans, and James Monroe came back from Paris with an empire at a cost of seven times the amount that he had been authorised to spend. If that little real estate transaction with Napoleon had waited upon debate and action in Congress, a British squadron surely must have slipped in meanwhile and Great Britain would be today in possession of the mouth of the Mississippi and of the entire western bank of the river, unless, indeed, we had succeeded in wresting the Province of Louisiana from her by force of arms.

A second lesson to the same point was learned in the War of 1812. It had been the custom of the Presidents to send to the Senate the names of any treaty negotiators that they wished to appoint and to accompany such a nomination with an announcement of the purpose and policy of the mission. But when the Russian Tsar hinted his willingness to mediate between England and the United States, there was no time to summon the Senate and wait upon its discussions. Under the circumstances President Madison, father of the Constitution that he was, acted alone and despatched a peace embassy on his own responsibility.

The Accepted Custom

That may be said to have been the end of the effort of the Presidents to work with the Senate as a concurrent power in our foreign relations, and thenceforth through the century that has passed it has been treated as a co-ordinate power, acting apart and independently. In all that time Presidents have asked its advice in advance of negotiations only on a few subjects, to which they were indifferent or when they wished to evade the responsibility of deciding alone.

So completely has all initiative in foreign matters passed into the hands of the President that he has the admitted right to choose his own treaty negotiators without sending their names to the Senate for confirmation, as he must do even in the appointment of third-class postmasters and consuls. The peace with Mexico, in 1848, and with Spain, in 1898, as well as with Germany in 1919, thus was made by men wholly of the President's choosing, without consulting the Senate.

The Shoe On The Other Foot

In the exigencies of politics, the parties, or at least their leaders, have changed sides on this question in the course of the present hectic debate. The Republican leadership has crossed over the middle aisle of the Senate chamber and taken the position that the Democratic leadership held only a few years ago, when the Presidential shoe was on the other foot.

In this unwonted attitude, the Republican leaders, as their own words are thrust into their teeth, sometimes must share the envious feelings that were frankly confessed by Martin Van Buren, when the Democrats of that day were defeated in their factious attempt to obstruct in the Senate a certain foreign policy of the John Quincy Adams Administration. "They have beaten us," Van Buren admitted, "but if they had only taken the other side, we would have had them."

Only 13 years have passed since the Democrats of the Senate were bitterly opposing and the Republicans enthusiastically upholding President Roosevelt's course in sending for the first time, without reference to the Senate, a representative of the United States to take part in a political conference of the European Powers, which was held at Algeciras, on the Moroccan question. As the ablest Constitutional lawyer on the Republican side, Senator Spooner of Wisconsin was the chief spokesman of his party in that debate, when he said, with the approval of his Republican associates:

"He (the President) may issue to the agent chosen by him—and neither Congress nor the Senate has any concern as to whom he chooses—such instructions as seem to him wise: . . . That is his concern. The Senate has no right to demand that he shall unfold to the world or to it, even in executive session, his instructions or the prospect or progress of the negotiation.

"The President is so supreme under the Constitution, in the matter of treaties, excluding only the Senate's ratification, that he may negotiate a treaty, he may send it to the Senate, it may receive by way of 'advice and consent,' the unanimous judgment of the Senate that it is in the highest degree for the public interest, and yet the President is as free, when it is sent back to the White House with resolution of ratification attached, to put it in his desk, never again to see the light of day, as he was free to determine in the first instance whether he would or would not negotiate it.

"That power is not expressly given to the President by the Constitution, but it inheres in the executive power, which inheres in him as the sole organ under the Constitution through whom our foreign relations and diplomatic intercourse are conducted. . . . The Senate, to my knowledge, never has demanded a right to participate in the negotiaton of treaties."

The day after that masterly exposition by Senator Spooner, Senator Lodge supported him in a vigorous speech and supported President Roosevelt's action in taking part, on his own responsibility, in the Moroccan conference. Said the distinguished Senator from Massachusetts:

"We have no possible right to break suddenly into the middle of a negotiation and demand from the President what instructions he has given to his representative. . . . From the foundation of the Government it has been conceded in practice and in theory that the Constitution vests the power of negotiation and the various phases—and they are multifarious—of the conduct of our foreign relations exclusively in the President. He does not exercise that Constitutional power, nor can he be made to do it, under the tutelage or guardianship of the Senate.

Senatorial Obstruction

Undeniably the Senate has done positive good by exercising its right to amend, lately and notably so in its amendment of the Hay-Pauncefote Panama treaty, which properly obtained for the United States an undivided control of the Isthmian Canal. And it may improve the present treaty by amendment. But oftener, in its dissatisfaction with its limited powers, it has played the part of the dog in the manger. It assumed this role long ago, when it blocked our acceptance of Simon Bolivar's invitation to the Panama Congress, thus unhappily postponing for more than 60 years the beginning of a Pan-American accord. And it based that refusal upon its objection to the United States "ascending the moral chair and proclaiming from thence mere abstract principles."

Because of its mortal antipathy toward President Tyler, a minority of the Senate defeated the annexation of Texas. Because of its dislike of President Johnson, it refused to consent to the annexation of the Danish West Indies, when we might have bought the best of the islands for $7,500,000, instead of the $25,000,000 which we have lately had to pay for the group. And because of his hostility to President Grant, Senator Sumner was able to prevent the annexation of Santo Domingo in accordance with the vote of its inhabitants, thus leaving us to impose our military and fiscal rule upon the island 35 years afterward, when President Roosevelt, as he said, acted and left the Senate to do the talking.

John Hay And Senate

This chronically negative attitude of the Senate drove John Hay into offering to President McKinley his resignation as Secretary of State. Hay stayed on, but he was made sick in soul if not in body by the action of the Senators in so amending his arbitration treaties that President Roosevelt refused to have anything to do with them in their changed form.

We have Mr. Hay's comments in his now published letters:

"The thing that has aged me and broken me up has been the attitude of the minority of the Senate which brings to naught all the work a State Department can do. . . . I have never struck a subject so full of psychological interest as the official mind of a Senator. . . . There will always be 34 percent of the Senate on the blackguard side of every question. . . . A treaty entering the Senate is like a bull going into the arena; no one can say just how or when the final blow will fall—but one thing is certain: it will never leave the arena alive."

Mr. Knox's labors in President Taft's administration, also, were frustrated by the Senate, when it withheld its assent from the arbitration treaties which he negotiated. Now, when Mr. Knox himself is a Senator, he seems to be touched with the same spirit. It is in the environment.

The troubles between Presidents and the Senate in treaty making arise less from personal or even partisan differences than from Constitutional causes. That little word "advice" is at the bottom of most of the conflicts. Like any part that fails to operate in a machine, it throws the whole mechanism out of gear. It is the inflammable vermiform appendix of the Senate.

Sensitive always to its failure to exercise its Constitutional prerogative to give advice to the President, a jealous Senate too often is distracted from a dispassionate consideration of a treaty on its merits. Unable to function in its advisory capacity, this body naturally enough, but none the less unfortunately for the country, has shown a disposition throughout its history to become merely the critic of our foreign relations and to sink into an obstructive negation.

Keeping this historial fact in mind, we may be able better to understand and value the debate on the treaty of peace.

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Peking Union Medical College

Announcements for the Academic Year 1919-20

The work of the reorganized Peking Union Medical College is divided between two schools: the Medical School, which gives a four years' course in medicine and an additional optional year of special work in the laboratories or hospital; and the Premedical School, which offers a three years' course preparatory to admission to the Medical School. The Premedical School was opened in September 1917. The Medical School will admit its first class on October 1, 1919.

All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.

THE MEDICAL SCHOOL

Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.

All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.

Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.

Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.

THE PREMEDICAL SCHOOL

Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and witten.

Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.

EXAMINATIONS

Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to

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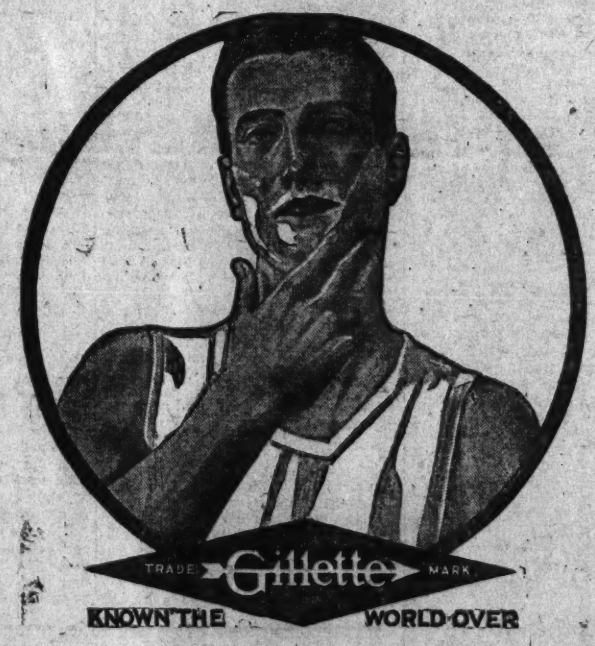

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How Our Peace Agents Lived

Inside View Of Routine Inconveniences And Scant Compensations Of Life In Hotel Crillon

By One Who Was There
(*New York Times*)

Of the larger aspects of the Peace Conference, the American public, in spite of its complaint of lack of news, has been better informed than the public of any other country. What the loyal subjects of the King of the Hedjaz may have known of the happenings at the Quai d'Orsay or what cabled items may have made interesting the breakfast tables in Liberia, I do not know, but certainly the morning papers of London and Paris and Rome had far less than The New York Times and other American journals. The Paris dailies complained constantly of their inability to get news, and even the Paris edition of The New York Herald, on at least one interesting occasion, appeared with a curiosity provoking empty space, presumably sacred to the censor, on its first page.

Even Americans, however, seem to know little of the daily life of their delegates and of the minor details which after all had much to do with their work.

Contrary to fact, it seems to be assumed that the whole delegation lived, moved, and had its being in the stately old building, once a palace and later a hotel, known as the Crillon. This building occupies about one-half of the block between the Rue Boissy d'Anglais and the Rue Royale, fronting on the Place de la Concorde. The other half of the block is occupied by another building identical in outward appearance, and familiarly known to members of the conference as "Number Four." This building, with the exception of the quarters of the Automobile Club and the main room of the famous Maxim's restaurant, was also taken by the American delegates as an office building. Here at one time or another, nearly every one had a working room, from the army officer who looked after the supplies of paper, pencils, and other fundamentals, to the President himself. In the shabby little entrance hall was a directory of the occupants such as is found in any such building here at home, and away down at the bottom of the list, in its correct democratic and alphabetical sequence, was the name "Wilson, W., President," with his room number. In this building were also the special Post Office for the commission; the headquarters of the Courier Service, the radio, telegraph and cable service in the hands of the navy, the mess hall for the doughboys, the carpenter and repair department, the photostat outfit, the map draughting rooms, the offices of most of the consulting experts, (a goodly number of whom had the little old rooms above Maxims), the work of the international law section, the reference library of the commission, specially gathered for this purpose from many public and private sources, the great collection of maps from the American Geographical Society in New York and many other bits of the exceedingly complicated machine known as the Peace Commission.

The members of the commission were supposed to be housed in the Crillon itself, but the building proved inadequate for the numbers involved, and many had to find living quarters outside, no easy matter in a city already much overcrowded. Periodically, what came to be jocularly known to its inhabitants as "crises de chambres" would arise. A new and important member would be added to the staff, or a high official would appear, or members of a mission would return, and then the knife would descend upon the neck of some unfortunate who was rated as of less importance than the new arrival, and he would be thrown out into the congested hotel world of Paris to fend for himself. As those who lived in the Crillon got rooms and meals gratis, and as living outside was fearfully expensive while the commutation allowed was small, the wails of the ejectee were frequently heartfelt. Moreover, as time went on and the pressure of work became greater, many bedrooms had to be turned into offices. Also wives began to arrive. To be sure, those ejected were allowed the privilege of the Crillon restaurant at 40 francs a day, but as that was the amount of the highest commutation paid to those living outside they would have to sleep in the German cannon in the Champs Elysee to make both ends meet.

This possibility of eviction was always hanging over one's head, but in other ways also life at the Crillon was by no means the gay affair imagined by the American public. For those who were really working the hours were long and the work strenuous. Rather, there were no hours. Questions came up placing certain matters in a new light, and data must be quickly gathered and arranged, entailing work for the experts and their staffs both night and day. Meetings ostensibly business or ostensibly social, but always business au fond, with representatives of other nationalities were held at almost any hour. Moreover, there was no relaxation afforded.

The English managed better. At their headquarters there were ample lounging rooms, while music, dancing and social life in the evenings gave the men a chance to relax and freshen their minds. At the Crillon there was no room of any kind to meet in, or in which to entertain guests, except the dining room, which was closed immediately after dinner. After a day's work trying to the nerves one would go into dinner and meet the same men with whom one had breakfasted and lunched and worked all day, and sit and talk "shop" until the lights went out at the witching hour of nine-thirty, when the only recourse was to bedrooms. The only music ever heard was the singing of the solitary doughboy who walked on guard on top of the roof.

There were doughboys everywhere—on guard under the arcade connecting the Crillon with "Number Four"; on every floor; running the elevators; in fact, in every nook and cranny, doing all sorts of work. One of the exceptions was the second floor, where the guards wore the blue uniform of the navy. The dispensary was also in the hands of that branch of the service. The barbers and tailors were of the army. Any question as to whether to patronise the army tailor or to send one's clothes out was settled by one of the delegates who tore the seat of his trousers, and having "sent them out" received them back with a darning bill of 45 francs (about $9). After that induction into war prices at a peace conference, clothes were pressed and mended by the army.

Outside, the city was as dull as an American provincial village. The only form of public amusement was the theater. All restaurants and cafes were closed at 9:30, and no music was allowed in any of them at any time. As many of the delegates did not understand spoken French the theaters palled after a time as a means of recreation, and as "the rain it raineth every day" in Paris during the Winter, one was, in spite of one's self, forced back into the somewhat monotonous and dreary life within the Crillon.

Much in that life was, of course, of surpassing interest. One knew that one was taking a part, albeit a very minor one, in the greatest event in history, but sometimes one had to pinch one's self to realise it. The atmosphere was curiously matter of fact and businesslike. One might have been at a college faculty meeting or at a Board of Directors'. Distinguished citizens of the world would flit in and out of the corridors, Venizelos, King Albert, President Wilson, and many others, but after one had seen them frequently one no longer waited for them to pass. The dining room to a new comer for a week or so would have its thrills, but as the weeks went by one came to look more hopefully at one's menu than at one's neighbors. One could get tired even of watching George Creel.

After all, however, the dining room was one's best chance to relax. It is no disparagement of the others to say that one's best hours there were spent with the members of Colonel House's body of experts. Such men as Dean Haskins and Professor Lord of Harvard, Professors Day and Seymour of Yale, Dr. Bowman of the American Geographical Society, Professor (Major) Johnson of Columbia, and others of the group, would humanise even a peace conference if it were possible. As the months went on, one came to crave with insatiate longing for human society in which boundaries, reparations, treaties and rights of oppressed nationalities should never be mentioned—and for candy. Yes, for candy. Good candy in Paris was $4 a pound, but at the Commissary's desk in the hall small shipments were received every few days from the States, and it was humorously pathetic to see men known to the world as distinguished diplomats hastening to secure a few chocolates before the supply should become exhausted. The exceedingly pretty French girl in charge of the sweets being suspected of an undue partiality for uniforms, the civilian head of one of the most important divisions finally adopted the ruse of buying his through a Lieutenant after many disappointments.

It was a curious life, a most cloistered one, and after a while it got strangely on people's nerves. Men of the world, to whom Europe was an old story and who normally were as much at home in London or Paris as in any place in the States, grew homesick with an ardor unfelt since their first night at boarding school. In what was once the world's gayest capital the most distinguished group of men ever sent out from America lived almost as isolated a life as the monks of St. Bernard, except for occasional formal functions, official intercourse with the other missions or with the innumerable representatives of every nation under the sun with a "claim."

Probably never before has so little gayety been mingled with so much seriousness. The ascetic exclusiveness extended even to that delicious product, French bread, which was inexplicably denied one. Gastronomically envious diplomats would pass the enticing windows of the patisserie in the Rue Royale on their way back to the Crillon and a heavy bit of army baking. When larger questions were considered threadbare, one always came back to the puzzle as to whether the cooking was the result of French chefs trying to make American dishes or doughboy bakers trying to make French ones. The problem was never solved.

It was an interesting life. It was something do one would have missed. There is no doubt of that. But life at the Crillon was as different as possible from that pictured by the expectant or envious stay-at-homes.

Martin Bomber Plane Plans To Circle Entire Country On 8,000-Mile Trip

ARMY BOMBER OFF ON COUNTRY CIRCLING TRIP. INT'L.

Army aviators indicating the route they plan to follow on their 8,000-mile flight around the rim of the United States. The flight is being attempted in a huge army Martin bomber plane carrying a crew of five. The big plane will cross thirty-one States. The first leg of the flight was from Washington, D.C., to Hazelhurst Field, Long Island, N. Y., the second from Hazelhurst Field to Augusta, Me. The photograph shows Lieutenant-Colonel R. S. Hartz (hat off) in charge of the flight, and his aide, Lieutenant A. H. Scott. The map is painted on the exterior fuselage of the bomber.

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English Trade Unions And Co-operative Societies Form The Biggest Business Combination In History

By Ralph Courtney

London, July 7.—The great trade union movement in Britain, with its 5,000,000 members, has decided to join forces with the Union of British Co-operative Societies, with a membership of about 4,000,000, in order to dominate production, consumption and distribution in Britain.

This amalgamation will represent the greatest business combination in history. It will dwarf, in power if not in funds, the gigantic Federation of British Industries, with its capital of $20,000,000,000.

* * *

The new combination is organised to fight such organisations as the British Federation. In its international aspect the combined trade union and co-operative movements will be the greatest enemy of "big business" interests throughout the world.

In Britain alone the combined unions would include nearly three-quarters of the inhabitants. If the organisers have their way it will be invincible in the industrial field.

It is estimated that after allowing for overlapping of membership the combined movements control 7,000,000 adult members. Close on 7,000,000 families would support the trust and each of these families would include on an average two adults and three children.

A joint advisory council of co-operators and trade unions has been constituted to draw up a plan of campaign for the new organisation.

* * *

Describing the purpose of the amalgamation, Fred Bramley, secretary to the parliamentary committee of the trade union congress, told The Tribune:

"The co-operative societies will be utilised to control prices and the trade unions will supply the co-operative society with a guaranteed market.

* * *

"Trade unions are to invest their funds in the Co-operative Society, thus supplying it with capital for increased production. As the result of recent meetings, over 200 unions have handed their funds, amounting to $10,000,000 to the co-operators.

"The banking side of the co-operative movement, known as the 'Co-operative Wholesale Bank,' will undertake all banking business for the trade unions. Their 500 branches will be available for the deposit and drawing accounts of the local unions.

"The resolve of trade unionists to amalgamate with the co-operators is largely due to our experience during the war. We found time after time that any increase of wages we were able to obtain was immediately cancelled by increased cost of living. We see now that we must also have an organisation to control prices.

"Co-operators also, as the result of practical experience, are realising that co-operative control of distribution alone is not sufficient for their purposes, and they are now making elaborate arrangements to control every commodity at its source.

"They are, for instance, purchasing tea gardens in various parts of the world, and in this country they have already bought about 35,000 acres of land. This policy will be pursued as far as possible until they control every article at its source and distribute it direct to the consumer through their own stores.

"We fully realise the danger pointed to by C. A. McCurdy, M.P., Parliamentary Secretary to the Ministry of Food, when he warned the agricultural merchants against the growth of trusts and trade combinations which had taken place during the war.

"We have watched, with particular interest, the formation of the Federation of British Industries, which now represents some 16,000 firms with a capital of 4,000 millions sterling, ($20,000,000,000), a combination which will encourage the development of the danger to which Mr. McCurdy refers.

"The conflicts of the future will, in our opinion, be between huge business combinations.

"Much as we may regret the passing of the small trader, we recognise that he must go.

"In the future battle of giants, trade unionists and co-operators see the necessity of consolidating their forces in order to take part in the conflict fully equipped and using every agency of working class organisation to protect the worker as producer and consumer.

"The joint trade union and co-operative movement will undoubtedly alter the complexion of working class activities."

Mr. Bramley stated that he estimated about 20 percent of British trade union funds have already been turned over to the Co-operative Wholesale Bank.

* * *

In times of strikes it is probable that the Co-operative Society will undertake the distribution of the necessaries of life to the strikers and their families free of charge, and it will be possible for the workers to exempt co-operative employes from the general strike order without playing into the hands of their opponents.

* * *

Leaders of the joint co-operative and trade union movement in England expect the amalgamation of the two bodies to be followed by a similar combination throughout the world, believing that when the world's 25,000,000 trade unionists join the co-operators they can defeat big business combinations not only nationally but internationally.

Hitherto British co-operators have chiefly concentrated upon the distribution side of co-operation, giving their members the advantages of purchases in large quantities. With the help of a great guaranteed market which the trade unions will supply, co-operators have everything necessary for tremendous developments in productive directions.

Already, according to co-operative reports, "the cultivation and production of raw materials in other parts of the world have been commenced by the Co-operative Wholesale Society, and these are brought to our own shores in ships owned by the movement."

* * *

Besides owning ships for the importation of their raw materials cultivated abroad, co-operative production has made great strides in Britain. This may be seen from the following explanatory paragraph in one of the official co-operative publications printed by the Co-operative Printing Society, Ltd., of London, Manchester and Newcastle; the extract is illuminative of the attitude of co-operators toward private business enterprises:

"The co-operative movement already covers a wild field of activity. It already controls a very large share of the distributive trade, both wholesale and retail, and in co-operative factories controlled by the wholesale societies, which are really consumers themselves, the production of a large variety of goods is carried on without the intervention of the profiteer. It is possible to live in a co-operative house built by a co-operative building department, furnished in every detail by co-operative products. Coal to keep the house warm and for cooking may be provided from a co-operative colliery. Food grown on a co-operative farm may be brought to the door in a delivery van built in a co-operative carriage works. Books may be printed by the co-operative press. Tobacco or a cigar may be smoked which has been supplied by a co-operative tobacco factory. From the co-operative factories every kind of clothing may be supplied and kept clean by a co-operative laundry. Money can be saved in a co-operative bank, and the dependents provided for by insuring with the co-operative insurance department. In short, it is perfectly true, as private trading interests declare, that the co-operative movement is a menace to private enterprise. It is the greatest danger to the exploiting agencies by which certain sections of the community grow rich at the expense of the people."

Small Merchant Ship Will Be Pioneer Merchantman To Arctic

The "Finback" and Captain Leden

The small merchant ship Finbach, which will sail from Brooklyn within a few days for the Arctic regions, there to trade with the Esquimaux natives, exchanging sugar, molasses, soap, matches, knives, mirrors and other commodities for copper, iron and perhaps gold. The Finbach is the pioneer merchant ship of the Far North. Captain Christian Leden will command the ship during the voyage.

France Declines To Permit Removal Of U.S. Soldier Dead

Fear Of Epidemics And Of Renewed Mourning And Sorrow Given As Reason

Washington, July 29.—Until the French government consents the bodies of the American soldiers buried in French cemeteries cannot be returned to the United States, the War Department announced today.

There are approximately 4,500,000 bodies interred in France as a result of the war. The attitude of the French government is against the removal of any of these, and legislation prohibiting the removal for a period of three years from January 1, 1919, is now before the French Parliament. Pending the enactment of this law, the matter is regulated by Ministerial action along the same lines as the proposed legislation.

France objects to the removal of the soldier dead because the disinterment would result in numerous funerals and renewed mourning, adding to the period of national depression and sorrow. Also the transfer of large numbers of bodies might be productive of epidemics and pestilence.

Negotiations In Progress

Negotiations with the French government, the War Department statement says, are now in progress with a view to obtaining a modification of the prohibition in order that the requests of American relatives for the return of their soldier dead may be granted. The War Department, however, warns that in many cases it would be undesirable that caskets on their arrival in this country should be opened because of the condition of some of the bodies.

While the War Department desires to conform to the wishes of relatives, it was pointed out today that many have expressed a desire not to have the bodies of their dead returned.

"Among these," says the War Department statement, "were two of our most distinguished citizens, both service men, the one an ex-soldier and ex-President, the other a sailor; the late Colonel Theodore Roosevelt and Admiral Gustav Kaemmerling, U. S. N., each of whom wrote in effect that he could conceive of no greater honor for his dead son than to rest where he fell fighting the foes of civilisation, upon a battlefield of France."

Confidence was expressed in the department statement that the American government would provide "American fields of honor," to be cared for and maintained by the United States government.

Tracts Offered By France

"The French government," the statement said, "has considerately offered to cede several tracts of land for this purpose. One of them, at Romagne-Sous-Montfaucon, is in the heart of the Meuse-Argonne battlefield. Another is near the city of Paris, upon the slopes of Mont Valerien, overlooking the pretty town of Suresnes, the valley of the Seine and the Bois de Boulogne. No more beautiful site could be imagined. The municipality of Paris already has constructed a splendid highway, called Boulevard Washington, connecting the latter cemetery with the French capital.

"If we follow the example of our Allies no private monuments will be permitted to be erected over the graves, and thus all discrimination will be avoided. Where every one did so well in life there should be no distinction in death. On the contrary, standard or uniform headstones will be provided at the public expense, as in our national cemeteries, differing only in the inscriptions and symbols of religious faith, and possibly grouped in accordance therewith. Perhaps national monuments may be erected, as well as state memorials, after being passed upon by an art commission and with the approval of the proper authorities, thus making one or more enduring testimonials to the courage of the American soldier and to the decisive part played by the United States in the great war."

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Harden Is Against The Trial Of Ex-Kaiser Until Wounds Caused By War Have Healed

To Bring Him Into Court Might Jeopardise The Prospect Of World Reconciliation, And Cater To The Vanity Of Imperial Refugee, He Declares

By Maximilian Harden

Berlin, July 18.—After a most depressing session of the National Assembly, whose hoarser nightingales insisted once more on pouring forth their song of anger and pain, heard a hundred times before, into tired ears, the peace treaty was ratified and the President of the German Republic was authorised to sign it.

If the delicate question of the extradition for punitive purposes of those to whom guilt for the war has been imputed were not overhanging, thus certainly delaying the purge of Europe from the poison of hatred, mankind might hope in good faith that after the hell of war and the purgatory of the month in which the status of the new world was decided, we are about to arrive at an Eden of international morality. Of course, the new world status remains to be tried out soon.

Perhaps common sense will, after all, counsel the victors not to help the guest of Amerongen into the splendor of Bonapartian martyrdom, and to postpone the other cases against the violators of the moral laws of humanity until the war wounds shall have begun to heal and until the prospect of world reconciliation will not be too much jeopardised by such trials at court and the ensuing atonement.

Why should the victors cater to the vanity of the imperial refugee who, as recently as October, 1918, vented his eternal illusion in childish-sounding words, that he would build himself a new empire with the help of the Social Democrats?

If these projected measures shall be quietly shelved, Germany will no longer furnish merely a field from which to draw persons for international trial, and the opinions of "enemy" judges in any matter of international concern will not rouse the suspicion of partisan prejudice among those affected.

Decision to adjourn the trials, which in themselves could not serve any just interest and which could be inspired only by injustice, greed and lust for revenge, would clearly prove the will of the Allied and Associated Powers to come out from the vapors and fogs of old resentments into the open field for the real work of re-establishing peace.

As President Wilson truly said, after his return home, the foundations of peace are now only begun and it will be possible to complete them only in the fresh air.

Manifestation of a will to have all the nations work together for the common welfare, if clothed in the solemn form of a world message, would work like a miracle. Such work can proceed only if sustained by the forces of public opinion, and if it shall enlist the quiet and earnest endeavor of all the people to reach a good general understanding.

Message Of Humanity

Although it is not yet possible to call together a world congress of the press, the political leaders of all countries should know that one may now travel unhindered and may again write intimate letters. These leaders should unite in an agreement to end the state of war in their powerful realms.

There will still be the spirit of war so long as the enemies of yesterday are treated as hostile; so long as only hateful reports are circulated, and loathing, mistrust, fear and hate are nourished toward the former enemy, while the course of the Allies, whatever it may be, is safe from all criticism. While such conditions last, the world cannot come to a rest.

Unfortunately, in Germany too there is still much frightful sinning. As in every country, one encounters the good and bad, and those of noble and of base instincts. He who reports only the bad, falsifies the picture for his readers, and acts with no more dignity than the priest who in the pulpit abuses another creed, because to his eye its dogma is dust-covered and its ritual harmful.

Press Better Than Parliaments

The message of humanity should be delivered like the inspired word of good priests, not by those who use partisan opportunity as a footstool whereby to climb into offices of state, but by those that feel gravely honored that they are to carry the burden of bringing before the souls of thousands of millions the picture of the world, ever forming itself anew, and that they are to interpet truly to mankind the lessons for humanity that have been learned by awful experience.

Boundless today is the empire and the power of the press which, in its freedom and consciousness of responsibility, could, in its performances, outdo all the parliaments. What can the tongue accomplish in comparison with what may be attained by writing and by the printing machine? Mere spoken words may be likened to the displacement of the caravel of the days of Columbus, while the printed message has the displacement of the modern ocean liner.

Every journalist must go on a voyage of discovery like a Columbus, and he must not distort his accounts of the new land he may find in order to vent his disappointment or anger over having found that particular land instead of an India.

Watchword For Nations

It should really be the duty of the press to conceal the bad and harmful and tirelesly to seek out the good, the humanising and the useful, and to cherish every seed which, if properly sown, shall make culture the common possession of all the civilised peoples; and where this possession is not increased, or even where it is diminished or compressed, there will be reason for serious admonition, for sorrow, and never for rejoicing, over harm to another. Let the watchword for all the countries be the transformation of the press for peace service. The workshop of the diplomat is more limited, but his task is of the highest importance. Since the war annihilated monarchy, in the old Greek sense of autocracy, and buried the last four of the empires, the selection of diplomats will no longer depend on the question of suitability for court society.

The days when Ambassadors made use of Princes, Princesses and the higher personages of royal courts and were counted successful when they could "obtain the ear of His Majesty" (usually securing it, indeed, by flattery), are past, never to return, as if they had been carried away by the flood, along with the remnants of the Byzantine period.

An Ambassador Needed

As the most recent pre-war history teaches, the kind of Ambassador adapted to the demands of upright democracy has not yet fully developed. Every student of public affairs knows of isolated examples of high worth, but because of the rarity of such, they were soon taken out of the market, like a rare book or work of art.

No creative spirit is required in one who may be called to serve as Ambassador or Minister, or a mediator between two Governments or two state interests, but one does need a thorough knowledge of both countries, particularly of their economic and social structure. Insight into human psychology is much to be desired for the purpose of correct appraisal of affairs, and he should be so schooled in self-discipline that he will never yield mastery to any mood or to any personal bitterness of feeling, however justified.

Especially should he firmly resolve that never, in any circumstances, will he work or seek any harm to the country to which he may be accredited, even though he may be ordered to do so by his central office.

Bismarck, in his short diplomatic career in Paris and Petrograd, always took his own convictions as the compass for his course. He demanded of his Ministers the implicit obedience of non-commissioned officers, expecting them to fall into line at the word of command.

Diplomat With Judgement

The statesmen not blessed with genius cannot get along without such obedience, but when the diplomat becomes no longer the representative of a monarch, but represents a nation, when he owes his place no longer to the chance of court favor, but holds it by the will of the people, then he must use his own observation and judgment, and he must not execute orders which he disapproves in his inmost soul, after serious consideration of the subject in hand.

It was formerly unjust to hold diplomats responsible for the sins of the central office, as often occurred in Berlin. From now on the element of personal responsibility asserts itself. Diplomats will no longer be excused on the plea that they acted on orders from "higher up." It is with the chief of a mission as with the newspaper man. He must be true to his flag, resolving not to survive the sinking of his flag and scorning to fall ingloriously when with the flag.

That Germany was not educated to the rightful functions of diplomacy, and that the office of Ambassador was degraded in the period of the national struggle for life, was proved in the case of Count von Bernstorff, the most competent of the German diplomats. Did he violate his privileges and presume upon his official immunity while Ambassador in America, and did he tolerate the methods of secret poison in his work? Was he guilty in person, or was he merely blamed for the performances of the army of civil and military agents sent by Germany to America while he was there?

Estimate Of Bernstorff

I cannot judge of this case from afar, but I can pledge myself that Count von Bernstorff honestly admired the genius of the United States, the idealism and the sterling qualities of its people, and the revelation that his name had been used for purposes of intrigue and injury to America was the great grief of his life.

He never approved of the double meaning notes and documents of the Berlin Government. Again and again, with the strongest emphasis, he warned his Government against any course that might wound the American proud sense of honor.

He did believe it was his duty to stick to his post in the time of his country's need, and the course that seemed clear before him was indicated by his inherited view of the duty and rights of a representative of a monarch.

I learn from a man who was a Democrat before that profession was fashionable that this counsel of mouldering tradition would not have been followed by Count von Bernstorff had he known that instructions sent to him by his Government involved deliberate falsehoods, which innocently he gave out for truth in Washington, only to suffer the humiliation shortly afterward of having the falsity of the statements proved by the action of the Berlin Government.

How The Count Was Deceived

He had hoped, and he felt he had reason to hope, that in his own conformity with the will and the disposition of President Wilson, whom he esteemed and yet esteems very highly, he might prepare the way for a peace acceptable to all the nations, such a peace then appearing to the brain of America's leader as attainable only "before the final victory of one military party."

Count von Bernstorff could not suspect that while he was working on plans for such a peace and was encouraged from home in his endeavors, Berlin was actually planning for an unlimited and ruthless submarine warfare. That method and scope of warfare had always been characterised by the Count as outside the bounds of probability.

With heavy heart, certain that the decision would now fall against Germany, he came back home, where he was suspected of having kept too tight a curb on the agents who had been sent over the ocean, and with having spared too tenderly the native land of his wife.

For six weeks he was not admitted to the presence of the Kaiser, to whom at last, nevertheless, he was able to tell the first true words that monarch had heard concerning the newest and most powerful of Germany's enemies.

Influence Against Him

When he got to the general headquarters, the Generals, revelling in the intoxication of victory, greeted him with such remarks as this:

"You wanted to make peace. Did your structions from Wilhelmstrass lead you to think we were in a state of military exhaustion and unable to go further?"

"No," was Bernsdorff's sensible answer, "but I believe and still believe the political situation counsels the making of peace before we become exhausted and unable to go further."

This answer did not win for him the love of the militarists, and their influence, in conjunction with his opposing views of policy, kept him from the office at home to which his experience and ability entitled him, the office of Foreign Minister, for which Count von Buelow recommended him. Indeed, the fact that he had held to the office of Ambassador to the United States, while as Ambassador he represented a policy which he finally recognised as false, was used to his detriment up to the time he was given the most important post of Ambassador to Turkey.

Since the armistice he has been at the head of the many Peace Committees in Berlin, and to the end of the peace negotiations his mind guided the proceedings of the German peace delegation in Paris, of which Count von Brockdorff-Rantzau, the cousin of Bernstorff, was at the head.

There was much to do in Berlin at such a time, for Count Rantzau was continually scenting intrigue to supplant him in his place as Foreign Minister and to give the office to his colleague Erzberger, and Count von Bernstorff had use for his skill as an adroit manager in order to keep up the appearance of harmony in the Government.

We are too poor in men experienced in international affairs to be able permanently to do without the co-operation of Bernstorff. As President of the Democratic Club he stands on the platform for "the League of Nations and peaceable revision of the treaty."

We are poor in men fitted for the work of diplomacy and we will not easily find suitable men in the party reigning today. The Social Democrat, if sent abroad, will naturally feel most at ease in a circle of his party comrades, and he will hardly resist the pressure to make propaganda for the teachings of Marxism. In its effort to regain the confidence of other nations Germany must guard against such tendencies more carefully than ever.

Whether in the immediate future Germany will receive and give credentials to Ministers or whether for a while intercourse will proceed through Charges d'Affaires is as yet undetermined. In any case, the choice of persons for foreign stations should be non-partisan and matter-of-fact considerations should govern.

The high task of founding the peace can only begin now, and peace can be really completed only by the reconciliation and the harmonious operation of those forces which are intent upon the good of all and which will undertake without fear to bring about the desired new order of things. Such forces will be the pillars of the conscience of humanity.

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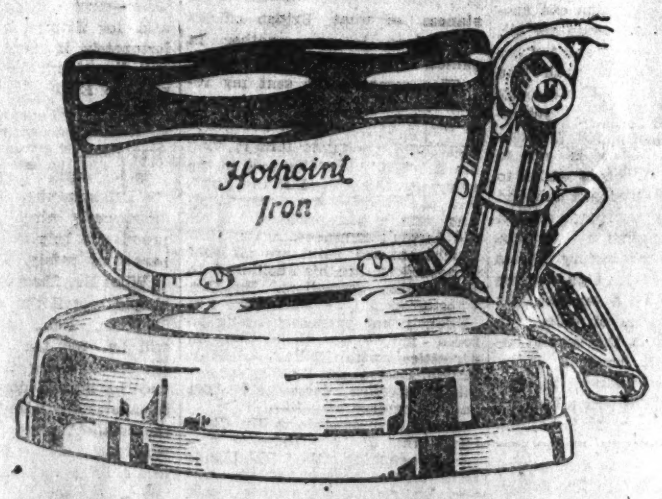

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DEATH

JONES: On the 30th August, 1919, at Peking, China, Sproson Farrow Jones, Manager, Grace China Company, aged 38 years. The funeral service will take place at the Bubbling Well Cemetery, on Sunday, the 7th September, 1919 at 5 p.m. All friends are invited to attend. 25249

Today's Church Services

Holy Trinity Cathedral.—Sunday, 12 after Trinity. 8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon; Hymns 298, 273, 308. 11:30 a.m., Holy Communion 6 p.m., Evensong and Sermon, Hymns 223, 263, 24.

Union Church.—11 a.m., Preacher: Rev. John Darroch, Litt.p. 12 noon, Holy Communion. 6 p.m., Preacher: Rev. A. P. Parker, D.D.

St. Andrew's Church.—Broadway. 10:30 a.m., Mattins and Holy Communion. Preacher: Rev. A. E. Seward.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). The services in the above will be conducted as follows: Morning 11 a.m., by Mr. Gilbert McIntosh; Evening 6 p.m., by Rev. E. A. Reardon.

St. Joseph's Church.—Masses at 7, 8, 9:15 and 11 a.m. At 11 a.m., High Mass, Sermon in English. At 5 p.m., Benediction of the Blessed Sacrement, Masses on week-days 7 and 8 a.m.

Christian Science Society of Shanghai, Masonic Hall, The Bund.—Sunday Service 11 a.m. Subject: "Man" Sunday School 10 a.m., Wednesday Service 6 p.m., Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

Hunger And Politics

(New York Times)

DURING the last few days there have been hunger strikes, riots, and other sorts of "direct action" connected with food in many parts of the world. It is hardly necessary to except even the United States, where there is more food than at any previous time, but where it is out of the reach of many as truly as though there were scarcity. Whether scarcity produces revolutions, or revolutions produce scarcity, is more doubtful than the fact that hunger always accompanies revolutions, and that revolutionary procedure often defeats the object the revolutionists aim at. The reason is almost too simple to mention. Whatever the form or efficiency of Governments, they are always held to blame for any form of distress, and relief is sought by changing the form of government, as though the trouble were political rather than economical. But political revolutions never relieve distress, unless they produce economic changes which would have averted the revolution if the revolutionists had proceeded in a manner indicated either by experience of the past or wisdom for the future. On the contrary, revolutionists through history have too often proceeded in the manner of the Bolshevists.

It is hard to believe that they would have resorted to robbery and murder if they had appreciated that their very first acts would increase the scarcity which they sought to remedy. They must have thought that the magic of their system would work a miracle, for they are not ignorant, and such wickedness as they have shown is beyond mere human malevolence. That this is the explanation appears from the fact that the Bolsheviki have believers and even imitators everywhere despite all that has happened. There is no government, not even ours, which would not be more secure if its citizens could be made to appreciate that revolutions always produce distress, even when the political aims are good and are accomplished. The two French revolutions are the classical examples of revolutions with justifiable political aims, which were realised, and yet which had distressing economic incidents. There had been scarcity before the Revolution of 1793, but it was plenty compared with the check to circulation of food and concealment of goods of all kinds which followed the first disorders. The workmen cried "The Girondists are starving us," and the Girondists were guillotined. The Commune made desperate efforts to feed Paris, granaries were established in the provinces, town councils hunted corn as though it were gold, bakers were hanged if they were suspected of hoarding, and still the people lacked bread. Then the Royalists were thought to be guilty, and they were guillotined by the dozen or score, duchesses and their servants alike. But the cutting of necks produced neither wages nor food, and there was no other remedy. Even the revolutionists saw the uselessness of bloodshed as a means of increasing production; reaction followed, then the White Terror, more useless bloodshed, and at last in fullness of time there was gradual betterment of economic conditions as violence died out. The revolutionists would have succeeded more surely and quickly, without staining their hands, if they had attacked the economic wrongs of that time in an economic rather than a political manner.

But the lesson was not learned on either side. In 1848 the workers of Paris placed "three months of starvation" at the service of the republic, and then made a desperate effort which was drowned out in blood. In 1871 the Commune perished for lack of combatants. It had neglected to feed the people. The bourgeoisie were equally neglectful both of the threats of the revolutionists and the distress of the hungry. When at last the Commune set up food kitchens it was too late, and the troops of Versailles were on the ramparts. No revolution can succeed unless there is bread for all. Moreover, no government can be stable if hunger is universal. The question of bread comes before any question of politics, and yet revolutionists always put political questions first. That is not a bourgeois idea. Whoever wishes to see this thought developed may find it discussed in the writings of that arch-revolutionist, Prince Kropotkin. He has learned how history repeats itself, but there is no sign that his teachings have been practiced by the revolutionaries of today. In Italy as in Russia the revolutionaries stole food, wrecked shops, and would have produced reforms with bombs if the police had not been active. The point is not the crime but the folly of the procedure. More food disappeared than could be stolen. The savage punishment of profiteers was a warning against the provision of food for profit. The general strikes in many cities of several lands react against the strikers.

But what other way is there, when politics and economics are as interdependent as Siamese twins? There is no way to instant reform of anything affecting either politics or economics, but efforts toward reform of either should be adapted to the trouble. A century ago and this year equally, the peasants were disappointed when they seized the land. Work was still necessary, and the peasants did not increase production by their methods. Now we face "a new social order" when the workers propose to seize the factories. But the factories will not then produce more, any more than the land, unless there is somebody interested in increasing production; and the fad of the moment is to reduce profits. Not the reduction of profits but the increase of production is the remedy. How the increases of profits, wages, and production go together is shown in the Ford case. There should be no obstruction to large scale production by anybody, except for immoral conduct. There are false pleas of unfair competition by capitalists. There are false pleas of humanity by some workers seeking monopoly of jobs. But capital and labor need to work as never before, and society needs all that both of them can do. There have been times when work was not a panacea, but not now. The world needs nothing in the way of reform of anything, now, more than it needs work by every machine, every man, woman and competent child, every dollar. The need for work measures the need for bread, clothing, shelter. Work and plenty are interchangeable everywhere, except where the revolutionists have been most successful, in Russia. Everywhere else social or political reforms can await the increase of production, and in fact must await it.

A Debate Between Chesterton And Shaw

Old Opponents Again Match Wits In Intellectual Duel Over Issues Growing Out Of War

MR. SHAW SAYS

TO Mr. G. K. Chesterton.

Sir:

I published a book called "Peace Conference Hints," which, taken with my "Common Sense About the War," tells the story of the war on a basis of facts now practically undeniable.

This little book has had a large circulation in America, and I learn that it is being much discussed in Germany. It was scrutinised, syllable by syllable, in the Press Bureau before it was sent to America, and passed by the postal censorship when it was sent to Sweden. It was published here by a reputable publisher.

There was no sort of mystery or treason about it any more than there was about Swift's "Conduct of the Allies," and as, like Swift, I have made some name in general literature, it is not impossible that the historian of the future may be led to paraphrase my two pamphlets, as so many historians have paraphrased Swift.

The Morning Post with a dogged pluck that warmed my heart, hurled itself madly on my ruthless array of facts, and perished gloriously by the force of its own impact. Others virtually owned up. Some were civil, a few enthusiastic.

But a good many had taken a resounding part in the preliminary bombardment, but when the time to go over the top they remained silent, not on a peak in Darien, but in their dugouts. Among them was Mr. Chesterton.

The other day Mr. William Archer wrote a play illustrating the atrocities during the German occupation. I pointed out that Mr. Archer, with an amiable innocence comparable with that of Mr. Chesterton himself, had very considerably flattered the Germans. I could easily have paralleled what Mr. Archer represented the German troops as doing to Belgians in a panic by quite well-known instances of what British officers have done to one another in panics.

Then some noddle sent my review of Archer to Mr. Blatchford, of the Weekly Dispatch, and asked him was he going to take it lying down. The old soldier rose to the occasion. Blatchford of the Fusiliers can describe the German soldier with a pen practised on his old barrack comrades. A very few touches of red paint are all that is needed to turn his Fusiliers into Pomeranian grenadiers. But Mr. Chesterton and Mr. Blatchford are obviously not purposely trying to force me to cap their German atrocities with British, French, Italian, Portuguese, Servian, American, Australian, Canadian, Indian and Senegalese atrocities.

I will even concede to Mr. Chesterton that British troops at present occupying the Rhinelands have, in the absence of any provocation, settled down quite nicely after a little preliminary ragging at Bonn, and that we seldom inflict more than two months' imprisonment on a German for omitting to take off his hat to an English officer. We were sitting quite gracefully on the chests of our starving and prostrate enemy, and discussing hopefully the new American poison which was to strike Berlin dead in unspeakable torments if it did not sign the Peace Treaty when the treaty was signed.

In "Peace Conference Hints" I definitely stated that we can claim no moral superiority to Germany in respect of the war, either as to its preparation or its conduct. I stated no less definitely England's case for compassing the destruction of the military and naval power of Germany, and of all other Powers and principalities whatsoever that may aspire to rival her on the seas or threaten her with a hostile overbalance of power on land. I now ask Mr. Chesterton and Mr. Blatchford what they have to say to it.

I accuse them of hatred, malice and uncharitableness against a vanquished foe whose dirty fighters were no dirtier than those on our side, and whose gallant fighters were as gallant as any of ours. I am not ashamed of our having fought Germany, but I am very much ashamed of our being afraid to fight her again tomorrow and tomorrow and tomorrow, to the last syllable of recorded time if necessary.

I have an enormous contempt for the terrified wretches who want to kill every one else (when they get them down) in order that they may live in security ever after. Security is a coward's dream; the brave Briton is he who believes he can always give the German or any other mortal man as good as he brings, any day of the week.

As between the nation which says "Live dangerously" and the nation which says "If we do not starve, maim and utterly disable these dreadful Germans forever and ever and ever, we shall all be murdered in our beds," I back the dangerous livers, though neither of them have had sense enough to get to the bottom of the matter.

MR. CHESTERTON SAYS

In returning to one of the happy sports of boyhood—replying to Mr. Shaw—I know quite well what is the matter with him. He is simply irritated at the wrong people being right.

I should not dream of denying that much of what is said against Germany is enough to make any sensible man sick. But it ought not to make a sensible man say that the quantity and quality of dirty fighting was the same on both sides, in the face of towering human testimony and experience.

Froissart lived to belaud fighting, but he speaks with quite a special disgust of German fighting. Sismondi has to wade in gore to glorify the mediaeval republics, but he speaks of a prince popular among Germans as found to be a tyrant when transferred "to a civilised country."

Wellington was hard-headed, if not hard-hearted. Wellington was not trying to "utterly disable" the Prussians, but to enable them to win. But the Prussians shocked him not by their militarism, but by their Prussianism.

Our fashionable press might lie about Germans, as it lies about Bolsheviki and lied about Boers, and did not prevent Mr. Shaw being against the Boers. But the whole history, literature and legends of European culture do not lie about Germans.

So, in the late war, the first massacres by the Germans gave their first shock to the pro-Germans. It is as if a man should deny that the Black Death was a pestilence because people died from other causes, or the Reign of Terror a harsh rule because men did not all die by guillotine.

The chief hint Mr. Shaw gave the Peace Conference was that it need not bother so much about peace, since there was much to be said for living dangerously. Unfortunately, it is not Mr. Shaw who will live dangerously, nor primarily the English among whom he lives, and, least of all, the Americans among whom he has his large circulation.

It is people like the Poles and the Belgians who will have to live dangerously when we break our promise to help them to live comparatively safely.

What Mr. Shaw is doing is quite simply to tell the storekeepers of Syracuse, Neb., how romantic it will be for the shopkeepers of Dinant to know that their shops may be burned down by the barbarians at any minute. I have not the smallest respect for this very vicarious romance of living, either in Mr. Shaw or his American readers.

If Mr. Shaw likes to go and live somewhere where savages can plunder and torture him when it takes their fancy, he may obtain the nimbus of a martyr, but the people who have already been plundered and tortured certainly have a right to say whether they wish to be plundered and tortured again, or, rather, again and again and again to thrill Mr. Shaw and his Yankees across the sea.

This would be true for anybody, but it is in a particular and pointed sense true for us. England must insist on it, not so much because she is right as because she has been wrong.

It was England who guaranteed and supported Germany with all the solid Victorian sentimentality which was smashed by the invasion of Belgium, but of which Mr. Shaw is still trying to pick up the pieces. It was we who said the Germans could be trusted, and the French who said they could not; and the French, of course, were proved right.

Suppose I have proposed a man for a club and introduce him to a social circle in spite of Mr. Shaw's warning that the man is given to occasional arson and murder for the sake of insurance. Suppose I get him a lease in Adelphi Terrace and he blows up or burns out his neighbors, so that Mr. Shaw wanders homeless round the hotels (as Thiers did round the courts of Europe). Suppose he finally wrecks all the Strand with dynamite, so that at last I am forced to come round to Mr. Shaw's opinion of him.

I might do many things, but there is, perhaps, one thing that I ought not to do. I ought not to live comfortably and wire to Mr. Shaw to console himself for the continued activities of my friend the anarchist, by noting the glorious colors of the conflagration and the beauty of the bright eyes of danger.

It is not a question of the destruction or preservation of Germany, but of the restoration of Europe. What we have to do is to prevent something, of which the name is not Germany but barbarism, boiling up again in a new abnormal shape, as it has so often done before.

To provide for Germany is like planning the future of an imaginary kingdom called Hunland, after the defeat and death of Attila. Germany was only a name given to a tangle of tribes held together by the hope of one great raid on civilisation. That raid has failed, and that explains, what Mr. Shaw cannot explain, both their wildness in war and their comparative mildness in peace.

During the crime they behaved with the brutality of criminals, and after the capture with the equanimity of convicts. In that sense I have far more sympathy with the Germans than Mr. Shaw has; it is the very genuine sympathy I have always had with burglars. The conquered German does not say, "Death rather than slavery," but something like, "It's a fair cop, guvner." But our business is not either to break or mend Germany; it is to mend the much more valuable things that Germany has broken.

Poland must be made again the great power in the East; the Latin civilisation must be restored to its leadership; the citizen must set the standard instead of the savage making the pace. Now in order to do this it is necessary to do certain definite things which the Germans do regard, or profess to regard as hostile and oppressive.

You cannot create Poland without destroying Prussia; for Prussia never was anything but a heap of spoils.

You cannot secure France without affecting some German-speaking people; and the other cases are the same. But we English owe a primary debt to people like the Poles and the French because we were wrong when they were right; and we gave a passport to the robber who ruined them.

I am certain that if Mr. Shaw could see this fact simply and solidly as it is, he could not doubt for an instant where our first duty lies. The truth is that he has been so steeped in the English Victorian prejudice that he cannot even now bring himself to believe that the Victorians were so wrong as they were.

I am, I hope, a patriot, and I am glad his very attempts to parallel German oppressions with English ones in Germany just now merely repeat the enormity of the old contrast. But I am no more of a Jingo than Mr. Shaw; and far less of an Imperialist. I have denounced every British oppression he has denounced. I have denounced some that he has defended. But though I believe in patriotism for England and Ireland, I am not speaking here as a patriot; but as an internationalist. And it is quite useless to represent me as talking like a stupid Englishman, because I am talking like an intelligent European.

Topics In Brief

Might as well have another hour of daylight. There isn't much to do after dark any more.—*New York Evening Sun.*

Turning hand-grenades into savings-banks is the next thing to making plowshares out of swords.—*Philadelphia Public Ledger.*

Nobody objects to Germany coming back. It's the kind of Germany that comes back that causes the worry.—*Charleston (W. Va.) Mail.*

Any male citizen of thirty-five years may now be President of Germany, but any man of that age ought to know better.—*Greenville (S. C.) Piedmont.*

The colleges are attempting to raise large amounts of money so as to stop the professors from envying the janitors.—*Boston Shoe and Leather Reporter.*

A Chicago reformer proposes the abolition of all church choirs. The movement for world-peace continues to make rapid progress.—*The Optimist (Pittsburg).*

Had Villa thought of calling his first bandit band Bolsheviki he might have secured a lot of parlor Socialist support in this country.—*Chicago Daily News.*

"Clemenceau, Lloyd George, and Wilson have sown dragon's teeth," yawps a Berlin *Blatt.* More important, they have pulled Germany's.—*Chicago Tribune.*

They are talking of sending some American prohibition workers to England to convert that country, too. Why not send all of them?—*New York Morning Telegraph.*

The new Italian Foreign Minister is Tommaso Tittoni. Abbreviation would make him a bird.—*Minneapolis Journal.*

Why not make Mexico and Haiti mandatories for each other and let nature take its course?—*New York World.*

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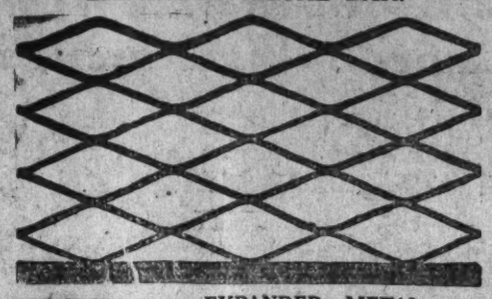

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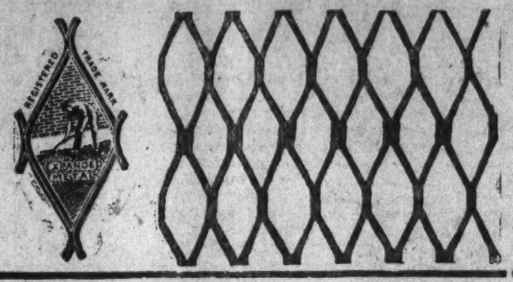

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I SHALL MAKE A NOTE OF THAT. WHAT DID YOU GET LAST SEASON?
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DOOBLE!
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THAT'S MY TERMS. TAKE IT OR LEAVE IT, TAKE IT OR LEAVE IT!
Tom McNamara

A Submarine For Sunken Treasure

The salvaging of sunken cargoes is now possible, owing to the perfection of a salvaging submarine, invented by Simon Lake and demonstrated in Long Island Sound, off Bridgeport, Conn., the other day with apparent success. Marine experts declare the invention opens up a new industrial field and is the most important contribution to science since the framing of the armistice.

With a national coal shortage impending, the possibility of reclaiming the millions of tons which lie on the floor of the ocean by means of the salvaging submarine is a practical side which appeals to all. One million tons of sunken coal lie in Long Island Sound alone. This coal can be raised at a cost of 25 cents a ton and sold at the market price of $10 or $12 a ton.

During the war more than 8,000 seagoing craft were sunk. In normal times it has been estimated that the loss of vessels equals the entire shipping of the world about once in every twenty-five years. This includes the small, dingy, unadvertised cargo carrying craft as well as the spectacular sinkings, such as the Titanic, the Boulogne and the Lusitania.

One of the important workings of the salvaging submarine is the location of sunken craft. The approximate location of numerous ships carrying millions of dollars in raw material and bullion is known; but the difficulty first of locating them and then of recovering their treasure or cargo by the system heretofore available has been so great as to deter financing the project. Now science provides ways and means rapidly to locate sunken ships and also to remove the cargoes quickly and economically, it is believed.

Seeking Hidden Wealth

A fleet of combination submarine and surface vessels now goes forth to locate the hidden wealth. Two or more vessels with lines just clearing the bottom run parallel courses of a mile or two apart. On the lines contacting with any sunken object that extends over three feet above the bottom a signal is given to the operator in the submarine, who simply follows the lines to the sunken object, examines its nature and reports by telephone to the navigator on the surface craft who plots its position on his chart for future recovery.

Mr. Lake has been at work perfecting the modern submarine since 1896. All the time that he was working for the United States government perfecting the submarine of destruction he was busy planning the submarine of peace, the salvaging submarine. Today his plans are complete and out in Long Island Sound lies the evidence of them.

The device is quite simple. A noncollapsible steel tube permits the salvors to have an operating base on the floor of the ocean. A flight of stairs run down this tube. One end of the tube is attached to the surface vessel and the other to an operating chamber. Water ballast tanks are distributed throughout its length so that the structure can be placed in equilibrium with the water when ready for submergence.

Under perfectly normal conditions a man can walk down these stairs to the bed of the sea. He can step from the submarine and walk in perfect safety and comfort on the floor of the ocean. There is an airlocked chamber which enables a man to go out through a door into the sea, but which prevents the water from coming in.

How Recovery Is Made

The method of working on a wreck follows.

A vessel carrying the tube is brought to the place of operations. By quartering lines the carrying vessel is moored over the wreck. Anchor lines are connected with anchors run out on the beam of each side of the submarine salvaging vessel. These lines are controlled from within the operating chamber, so that the lower end of the tube when submerged may be swung through the arc of a circle within the pivot point at the buoyant end attached to the surface vessel.

From the operating chamber instructions may be telephoned to the surface vessel, so that she can change her position to any place most satisfactory for carrying on operations in recovering the cargo.

Cargoes sunk for many years can be raised in good condition, for the water usually acts as a preservative of raw materials. Coal, for instance, is improved by reposing a century beneath the seas. Marine salts enter the porous surface and become imbedded in the coal, increasing its powers of combustion. Pig iron does not rust on the floor of the ocean: it is only when brought to the surface that it corrodes.

Captain Reginald Humphreys, R. N., in speaking of the action of the sea on vessels and merchandise says:

"Wooden ships, after being sunk, are rapidly covered with a marine growth which forms a sort of lime deposit and preserves the wood in some cases for several centuries. We are informed by one of the underwriters of New York who had charge of the salvage operation on the Oregon that bicycles were brought up from her hold that had been in the water over four months and yet looked as bright as when they went down; also silks the outer folds of which only were injured."

Some wines that had been recovered from a vessel sunk about fifty years brought $75 a bottle at auction. Gold and some other metals, glass and precious stones are never affected.

A new avenue of wealth is opened to the world by means of the salvaging submarine.

LONDON'S SMALLEST HOUSE

Architectural Oddity Contains Only One Room

"The Doll's House," South Audley Street, which has been acquired by a member of a well-known New York family, is the smallest house in Mayfair, but not the smallest in London.

This distinction belongs to No. 19 Hyde Park Place, one of a row of houses on the Bayswater side overlooking the park, built over a passage six feet wide, between Nos. 9 and 11. Although it has a street door guarded by an iron gate, there is only one room in the house.

This architectural oddity was built about fifty years ago by an old lady named Jupp, who lived at No. 9, for occupation by one of her servants. She had a number placed on the street door, and so endowed it with a separate existence as a house.

Musical Matters

Owing To The Absence On Holiday Of Mr. R. B. Hurry This Department Will Be Omitted For Two Sundays

The Bomb Squad

Story of Its War Work Makes Exciting Reading

Throttled. The Detection of the German and Anarchist Bomb Plotters in the United States. By Thomas J. Tunney, as told to Paul Merrick Hollister. Published by Small, Maynard and Co.

Inspector Tunney, whose bomb squad was formed in 1914 to specialise in tracking down the perpetrators of organised crimes of violence, has told a straightforward story with no attempt to render it sensational. However, the very nature of the work itself, the unusual and alert intelligence necessary for successful accomplishment, shape his account into chapters of rather breathless reading.

Who comprised the squad, with what other secret service departments it co-operated, and the debt it owed the help rendered by similar departments of other nations—particularly that of the French government—who were eternally helping out, according to Inspector Tunney, "with traditional courtesy," occupies the introductory chapter of the story. From there the inspector plunges headlong into the why and how and through what difficulties the squad tracked down the German agents of Boy-Ed, von Papen and von Bernstorff. A chapter headed "Along the Waterfront" is particularly interesting in that it describes the method of making bombs, the prevailing sort used by the enemy here, and the means by which they planted them in foreign bound vessels which later burned mysteriously at sea. "The rudder bomb," Tunney writes, "a particularly ingenious device employed in the destruction of a ship, was so constructed that it might be attached under water to the rudder post of a vessel as she lay at her pier. Inside the bomb case was a clockwork so poised as to fire two rifle cartridges into a chamber of ninety pounds of TNT. Lieutenant Robert S. Glasburn, of Fort Wadsworth, is my authority for the statement that the government requires only 100 pounds of TNT, exploded at a depth of fifteen feet under water, to destroy a dreadnought. This ninety pounds would have torn the rudder out like a toothpick and ripped away the entire after part of the vessel. The helmsman of the vessel himself was unconsciously to have set the bomb off, for the clockwork was geared to a wire attached to the rudder itself in such a way that each normal swing of the rudder would wind up the mechanism until it fired the cartridge."

The ingenuity required in tracing from some small clew the tangled chain of evidence which led to the makers and placers of these bombs is inconceivable. In "Throttled" Inspector Tunney opens to our incredulous eyes the labyrinthian course pursued during the war by a group of tenacious men to whose perseverance and daring we owe no small part of our personal safety in this country as well as that of those who fought abroad.

That there is work still ahead of the squad in rounding up dangerous anarchists is evident from the chapter on "Playing with Fire." In his introduction to the book Colonel Arthur Woods, formerly Police Commissioner of New York City, makes the following significant statement:

"I hope this book will help to teach . . . . the need in our police forces of brains and high morale; the need of cultivating a professional spirit in them that shall dignify the work, shall banish political influence and all other influences which go to break the heart of the policeman who tries to do his plain duty; the need of having the public take an intelligent interest in police methods and results, doing away with the smoke screens of mystery and concealment which are traditionally employed to cover dishonesty or incompetency." N.M.

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How France Came Back In 1871

Financier Recalls Amazing Recuperation After Defeat And Expects A Large Recovery Now

The writer of this article is a member of the banking firm of de Neuflize and Co. in Paris. After serving in the French Army two years, he came to this country in 1916 as a representative of the Bank of France, to help finance his country's war needs, and he has returned recently in connection with the extension of American credits to Europe.

By Baron Jacques de Neuflize

One of the topics of discussion all over the world today is the question of the reconstruction of France. Her record in 1871 might answer the question.

In May, 1871, France signed with the victorious Germans the Treaty of Frankfort, under which she surrendered Alsace-Lorraine. She obligated herself, besides, to pay as a war indemnity 500,000,000 francs within thirty days after the re-establishment of the authority of the Versailles Government in Paris; 1,000,000,000 in 1871, 500,000,000 by May, 1, 1872, and the last 3,000,000,000 by March 2, 1874.

On the other hand, the evacuation of the French departments (Seine, Seine et Marne, Seine et Oise, Oise) by the German troops was only to take place after payment of the third half billion, and the German troops of occupation had the right of levying requisitions in the occupied departments, and even outside of these, should the French Government fail to carry out the obligations undertaken by them for their maintenance.

Situation In 1871

The financial load imposed by the war was extremely heavy. It was necessary to face the expenses incurred during the war and to pay the billions indemnity, notwithstanding the losses caused to agriculture, commerce, and industry by the cessation of work. The losses in francs due to the war were estimated as follows:

Indemnity payable to Germany	5,000,000,000
Interest on this indemnity	301,145,078
Cost of issuing the loans	275,564,203
Deficits for years 1870-71	2,760,000,000
Actual loss of Alsace-Lorraine	7,000,000,000
Total more than	15,000,000,000

These charges were all the heavier because France had lost the 1,597,228 inhabitants of Alsace-Lorraine, and the population of the remaining territory had decreased by 491,515.

The worst side of France's position was the maintenance of the German army of occupation in several departments, including the Department of the Seine, which surrounds Paris. Therefore the first duty of the French Government was to center all its energy on the execution of the financial clauses of the treaty so as to obtain the final evacuation of the German Army.

Paying The Indemnity

The Government finally decided that the best policy was to issue loans as fast as possible to raise the money for the payment of the war indemnity, and meanwhile to reorganise the economic situation of France, letting trade and industry readjust themselves and increasing the taxes prudently and progressively so as not to disturb the investment power of the country and its reconstruction.

The main effort was made in the line of indirect taxation, customs duties, and taxes on articles such as sugar, coffee, alcohol, etc. In October, 1871, registry fees and stamps were increased; extra duties were charged on passengers' tickets and railway freights; the duties on matches were raised at first, and, later on, a monopoly of this article was organised. In 1872 fresh alterations were brought into the system of taxation, and a tax on raw materials was passed, in spite of the discontent of manufacturers.

The first loan of two billions was voted on June 23, 1871, and on June 27 it was issued at 82.50.

"Everything had to be improvised," said Thiers. "This general management of the loan was hastily organised in the Louvre, and the wickets and offices for the subscriptions were placed in the Palais de l'Industrie. The Treasury officials had to manage the best they could. On the 26th things were more or less ready, and on the morning of the 27th the subscribers were crowding the wickets."

The number of individual subscribers was 331,095 and the capital subscribed amounted to 4,897,000,000, of which 2,225,000,000 was allotted.

The brilliant result of this first loan created the most favorable impression. The French people saw in it the first step toward the rehabilitation of France and the re-establishment of its credit.

Bismarck had insisted that the indemnity payments should be made only in the main commercial cities of Germany, and exclusively in gold, or in silver, or in banknotes of the Banks of England, Prussia, the Netherlands, or Belgium, or in bills of exchange approved by German experts. To do this it was necessary to carry out exchange operations on a scale never witnessed before.

Nevertheless, the payment of the two first billions was completed between June, 1871, and March, 1872, somewhat in advance of the stipulated dates.

Germany Amazed

Owing to the continual complaints coming from the occupied territories, and encouraged by the favorable results already obtained, the Government decided to appeal at once to the nation with the hope of raising the whole of the three billions still needed for the liberation of the eastern departments, which were still occupied. The loan was voted in July, 1872. It was covered more than thirteen times. The number of subscribers was 934,276 and the subscriptions amounted to 2,592,000,000 francs of rente, or, in capital, 43,900,000,000 francs. This result caused universal joy, and gave France a fresh start with firm confidence in her future.

Finally, in March, 1873, the treaty of evacuation was signed, by which Germany was to move out of the eastern departments still occupied by her, and France undertook to pay and paid the last billions in several payments from May to September, 1873, that is to say, two years in advance of the terms of the Peace Treaty.

Thiers was hailed as the "Liberator of the Territory," and France, at last free of German occupation, could devote herself to her material reconstruction, which had begun the very day after her defeat.

France was gradually recovering, to the great astonishment of the enemy. The Germans were wondering how they could check such remarkable progress. From the end of 1871 the industrial and commercial activity, which had been suspended for more than a year, began to show an extraordinary development. Orders flowed into France from home and from foreign traders. All those who had been directly struck by war showed a confidence, a joy, and an instinctive need to repair their losses and fill up all the gaps. Faith in the future was uppermost, and all the signs of rapid resurrection were clearly visible; so much so that Bismarck was frightened by the rapid progress of "this conquered and disjointed power, which had never submitted and whose vitality appeared to him to be a permanent threat, which was for him both a stimulus and a remorse."

Renewed Prosperity

In November, 1872, at the meeting of the Assembly, Mr. Thiers made a detailed statement of the situation of the country; he drew attention to the wonderful progress of foreign trade, which amounted to 7,014 millions, as against 6,227 millions in 1869, which had been the most prosperous of all the years of the empire.

From 1872 to 1880, France enjoyed an ever-growing economic prosperity. The agricultural figures in some years were such as had never been seen before, even when France had two more rich provinces. Industrial farming was greatly developed in the northeast, and the yields were so remarkable that for a time it was thought the soil alone could heal all the wounds the nation had received.

In spite of the loss of Alsace-Lorraine the output of the coal mines, which had been 156,000,000 in 1869, reached the following figures:

In 1871	164,000,000
In 1872	212,000,000
In 1873	290,000,000

The production of pig iron, which was 126,000,000 in 1869, reached:

In 1872	147,000,000
In 1873	190,000,000

The output of iron and steel was 245,000,000 in 1869. It reached:

In 1872	314,000,000
In 1873	362,000,000

The industrial production of textiles was increasing in the same proportion. In 1869 124,331,000 kilograms of cotton goods were manufactured. In 1874 there were 133,527,000 kilograms, and in 1876 there were 157,859,000.

Exports of woolen goods were more than 262,000,000 in 1869 and 317,000,000 in 1876. Silk goods rose from 410,000,000 in 1869 to 478,000,000 in 1873.

Manufactured goods shipped outward rose as follows:

In 1869	1,639,000,000
In 1871	1,544,000,000
In 1872	1,905,000,000
In 1873	1,984,000,000

Wages increased almost everywhere between 1871 and 1880, taxes were collected with great ease, and, in spite of heavy charges, national wealth increased.

In 1871 France exhibited amazing recuperative powers. Today France can do the same thing again.

English Women As Workers

Not So Assertive As Their American Sisters, But Agile Performers At Heavy Tasks

London, July 6.—The English business woman as compared to the American business woman is a quite separate and distinct proposition. The two classes of workers have two situations to face, and one is no more like the other than the English climate is like that in America.

To begin with, the women in England were forced so suddenly into the working world that they had to undertake all sorts of jobs which they had never even contemplated. Before they knew it they were surrounded with necessities of accomplishment about which they had never before dreamed. They undertook and were successful with operations with which they would have considered themselves quite unfitted to cope if they had had the slightest opportunity to think the matter over and decide whether or not they would attempt it.

All that, of course, is old prattle. We have been told of their bravery and lack of timidity over and over again, but now the facts have to be recalled and considered in a totally new light—the light of reconstruction. The question before the women of England at the present moment is this: "What are you going to do about carrying on your own lives? You have saved your country from destruction in a commercial and business way. Now that you have done that, will you go back to your mothers and husbands or will you not?"

No doubt it sounds like Foolish Question No. 4689 to the average American woman, whether she is of the business world or not. And that is just where the astonishing feature of the problem arises. It is not a foolish question to an Englishwoman, but one of grave proportions and import. She did the "stunt" which she has done not from any premeditated determination, but from the urge of stern necessity, and she has raised her head from the seriousness of the ordeal a bit bewildered. If, along the road, she has acquired any firm convictions or definite aspirations, she—or the average she—does not know yet what they are or what she is going to do with them if she has them.

The President of one of the big war societies of women workers, when interviewed on this subject, shook her head in grave dismay and ominous foreboding. She saw no reason whatsoever for the women even thinking of doing anything to earn their living after the war was over and after the last war jobs for the Government were completed. She said:

"But they lived at home and helped their mothers before the war started. Their mothers need them again even more than they did before. Let them go home and attend to those duties."

She was reminded gently of the girl's own point of view, but from her lofty station she completely disregarded that. She didn't seem to feel quite certain that a girl was entitled to a point of view. So much stress had been laid on the matter of patriotism—on the unselfishness of the girls' efforts—on the filling of a wartime emergency, that she and her near associates had failed to grasp the fact that the women had taken a step in their own development which it was their bounden duty to continue now that they had acquired a running start.

This particular President was connected with one of the many branches of women farm laborers whose splendid work during the war has been heralded from many quarters. She pointed out all too evident facts that the farmers no longer wanted the women around, that the men needed their old jobs back again, that the war societies were gradually shutting up shop and would no longer supply the organisation to make the work of the girls smooth, &c. But her talk was overbalanced on the side of pessimism—talk far different from that of a typical American farmerette whom I had met a few weeks before. The American woman had acknowledged all the grave dangers in the path of a would-be lady farmer, but she had insisted that because she wanted to do that sort of work she was going to do it, whether or no.

There you see the big difference between the British women who have been through the war, with the horrors of it all, and the American women who have been allowed to keep their own visions more or less intact. The Americans are confronted with the same difficulties and recognise them clearly, but do not hesitate to say they will make permanent places for themselves in the businesses they have learned. The English girl of high working standard casts her eyes on heaven and declares that there are no opportunities for women in business. Of course. There never were any until the war created a new state of affairs.

While the prices of everything in England have soared outrageously in proportion to pre-war standards, the wages among business women have done nothing of the sort. A secretary, for instance, of the highest standard and of unquestionable value and ability considers herself lucky if she carries home a weekly salary amounting to an equivalent of $20. She is the best in her class. Hundreds of them, working eight hours a day, get from $10 to $12, and the average woman office clerk among them gets a salary of from $5 to $7 a week. The girls running elevators and serving as conductorettes on subway trains earn on the average $7 a week.

Office conditions and working apparatus are frightfully behind the times, according to American ideas. A girl who works in a London office tells you quite calmly that her employer institutes inferior business paraphernalia, and that she could not possibly think of suggesting anything that might be an improvement upon it. She thinks it would not be her place. How unlike the woman of these days in New York! Strange is the British clerical lady, who seems to conceive no happy medium between servility and superciliousness. One feels sure, if she were to see the average American business woman conducting her affairs, she would die of astonishment.

The activity of the girls on elevator and subway guard duty in London, as well as of those who wrestle heavy baggage, is a cause of wonder to all observers. They manage heavy iron doors with an uncanny agility. The crowds, being much less boisterous and rough than the crowds which make up our human American traffic, are managed meanwhile with great ease by the soft voice of an Englishwoman using kind and persuasive tones.

One day a taxi stopped at the door of a large apartment house; the man passenger jumped out and disappeared into the hall, from which he issued shortly, accompanied by a slip of an elevator girl not more than half his size. He calmly directed her to remove, with the taxi driver's help, his steamer trunk from the front of the cab. She went to it like a Major, seeming to find not the least difficulty. On all the station platforms one finds such girls attending to the baggage in the regular way.

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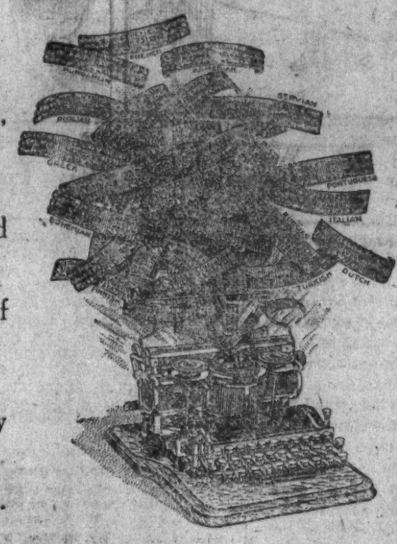

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Plunkett Sees Ireland As Bound By Vicious Circle

Americans Blind On Real Issues In Opinion Of Sir Horace, Who Is A Dominionist

Dublin, July 22.—There are many leaders in Ireland who command the affection and respect of their followers, and there are some respected by their opponents. There is only one man in Ireland who commands both the affection and respect of all parties, including even those disagreeing with him.

That man is Sir Horace Plunkett, who for that reason was chosen to preside over the Irish convention entrusted with the task of working out a settlement which would be acceptable to all Irish parties. The convention failed for reasons that I will give later, but it was not Sir Horace's fault. Today he stands as high in the estimation of all Ireland as he ever did.

Day With Sir Horace

I have been spending the day with Sir Horace at his country house at Fox Rock, a few miles out of Dublin. It is a house standing in beautiful grounds which he built for himself a few years ago and in which are incorporated many American ideas of comfort, for Sir Horace knows well and loves America. He has as a neighbor at Fox Rock Richard Croker, former boss of Tammany in New York, and he admires many of the American politician's qualities.

Sir Horace is father of the scheme for dominion home rule which now seems to be the only attainable solution of the Irish problem, and the one most likely to be acceptable to all Ireland. I visited him to learn of the progress and ideals of the dominion movement. Here let me say the dominion movement often is confused with federalism in the United Kingdom. It is not federalism, but much more complete independence than under federalism.

Ireland will not be represented in the British parliament in London under the dominion scheme. The Irish parliament will be supreme, except in the matter of international relations and to a certain extent in control of her armed forces. Dominionism means an Irish republic in practical form, with the link of the crown which now holds together Great Britain with her other self-governing dominions.

'In A Vicious Circle'

In reply to my question as to the present outlook of Irish politics, Sir Horace said:

"We are in a vicious circle. Those in England who want no settlement fasten on the apparent proofs that Ireland will not accept anything less than an independent republic. Therefore, they say what is the good of offering dominion home rule or anything less. On the other hand, many Irishmen have lost all trust in the good faith of the British government, and therefore they say what is the good of making reasonable demands when either they will be brutally rejected or we shall be offered something we could not accept.

"Great Britain won't make an offer until she is sure the Irish majority is in favor of the scheme, and the Irish will not accept until they know the offer is bona fida. That is the vicious circle.

'Two Parties In Ireland'

"In Ireland today we have on one side the extreme party in the south, which apparently has won the adhesion of three-quarters of the people to the new demand of complete separation from Great Britain. At the other end is Sir Edward Carson, a southern lawyer and leader of Ulster extremists, whom he led to the verge of civil war before the great war, declaring he will not agree to any settlement whatsoever, that either [illegible] that is merely evading the issue, for they suppose that on a plebiscite a majority of the Irish will demand secession. That probably would be the case in the present frame of mind and a certainty unless England gave proof of good faith in its intention to give Ireland self-government. Would they then side with the Irish in the full knowledge that it would have even a worse effect on Anglo-American relations than the unfortunate attitude of some British statements at the time of the American civil war?"

Army Under Dominion

I asked Sir Horace what his idea was of the proper military relations of the two countries under the dominion scheme.

"I favor an Irish territorial force under Irish control in peace time, but under central imperial control in war time."

On the question of the fiscal relations of the two countries Sir Horace said:

"Dominion status implies the Irish parliament will raise all the taxes on the Irish people. If, as we hold, it would be necessary for the defense of all that Ireland must be under British control, then the Irish government would pay an agreed sum towards it. I would prefer that the payment be as much as possible in kind—that is, say, men, ships, and munitions, but this is for the Irish parliament to decide."

On the question of taxation I may here interpolate that roughly the Irish government now costs about $35,000,000 annually, while England is collecting $50,000,000 or more. This only recently has become the case, however, and for some years before the war England ran the Irish government at a loss. This is one of the points which the dominion movement hopes will be effective in inducing the solid business men of Ireland, both north and south, to interest themselves in politics, from which they have abstained, and to adopt the dominion scheme, which will give them control of their own affairs."

Continuing on the fiscal question, Sir Horace said:

"We want fiscal autonomy, but I have not the slightest doubt that in the negotiations of the future fiscal relations with England we would revert to a free trade arrangement. We could not afford to antagonise England in trade for 95 percent of our business, both out and in, is with England and must continue to be so. No foreign countries could give us advantages to compensate for loss of British trade."

I asked Sir Horace to what extent the new movement is supported in Ireland.

"The extent of the support qualitatively is extremely good. We are getting the right men and the right finance. We don't expect numerous support until the whole matter is fully discussed in public."

The Ulster Problem

Dealing with the position in Ulster, Sir Horace said:

"As long as England interprets her pledge not to coerce Ulster to mean coercing all the rest of Ireland, Ulster will be absolutely intractible, but once England tells Ulster it must have settlement and that it must include communities in Ulster which political Ulster wants excluded, the attitude of Ulster will be completely changed. They must recognise that partition cannot be carried against practically the unanimous wish of the whole body of Irishmen abroad [illegible] rity of the [illegible]

war, but that in so far as there was any definite international policy in regard to participation in war. So long as England, under the pressure from the northern minority, refused to give our small nationality liberties for which she professed to be fighting, the war was not Ireland's war."

"Did you agree with that attitude?" I asked Sir Horace.

"Personally, no, not at all. I held throughout we should have been in the war to the last man and last woman, and if we had, the war would have been over very much earlier, and German militarism and the Irish question would have gone on the scrap heap together."

Position Of Catholic Church

In reply to my questions about the attitude of the Catholic church toward the dominion movement, Sir Horace said:

"The church quite properly made no pronouncement on the subject, but, although I am not a Catholic, I think I know the mind of the Irish hierarchy sufficiently well to say they want an early settlement and are quite aware dominion home rule has a better chance of acceptance by their flock than any other practical solution. Their three representatives in the convention signed the minority report in favor of dominion self-government."

"Were you in favor of that settlement at the time of the convention?" I asked.

"I was presiding officer. Therefore, I took no part whatever in favor of, or against, any solution, but had I been free to express my own opinions I should have advocated the majority scheme. This united a greater number of Nationalists with all the Unionists outside of Ulster in a proposal to set up during the war an all-Ireland parliament and to postpone without prejudice certain of the powers of that parliament for settlement after the war.

More Was Hopeless

"I should have pointed out it was hopeless to attempt to get anything more out of the last parliament and that any further concession to Ireland could have been much more easily obtained after the Irish parliament demonstrated the capacity of Irishmen to work harmoniously together in a common government. But, as you know, on the very day the report of the convention was handed to the prime minister he introduced the last of his military service bills into parliament and proposed to conscript Irishmen.

"I find it impossible to blame Mr. Lloyd George for anything he has done in domestic politics at the gravest crisis in the war, but the proposal that the British parliament should apply conscription to a people who had a parliament of their own, perhaps was the biggest blunder ever made by England in her dealings with Ireland."

In U.S. To Prepare For Coming Of Cardinal Mercier

REV. P. J. STRYCKER.

The Rev. Dr. Peter Joseph Strycker, vice-rector of the American College, University of Louvain, Belgium, recently arrived in New York to arrange for the coming of Cardinal Mercier, the Belgian hero-prelate. Rev. Strycker stated that Cardinal Mercier would arrive in this country about September 20. He has planned to visit New York, Washington, Philadelphia, Chicago and Baltimore. The Cardinal also has planned a visit, if he can find it possible, to Portland and other cities of the Northwest. The Cardinal, according to Rev. Strycker, is very much interested in the West, especially its Indians, due to the stories told the Cardinal by his uncle, who spent much time in the Western part of the United States.

GIRLS WHO GET HUSBANDS

Many mothers of pretty girls who have arrived at a marriageable age wonder how it is that other girls less prepossessing find husbands with greater facility than their own daughters do.

The girl who remains by her mother's side seeing her plainer but more winsome friends led to the altar is as often as not the girl who pays no attention to the hobbies and diversions that absorb the interest of others around her. She is generally languid, listless, pale-lipped and pallid. Pains in the back and limbs assail her at frequent moments; whilst faintness, lack of appetite, and irregularities of the functions frequently make her life wretched. A man does not want to add delicate health to his responsibilities.

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WHEN KINGS ARE PLACED ON TRIAL

What Will Be The Kaiser's Fate---Charles I Was Beheaded, Louis XVI Guillotined And Napoleon Banished To St Helena

Charles I of England.
Louis XVI of France.
Napoleon Bonaparte.
William Hohenzollern.

These four names are eloquent. They tell a story of once mighty monarchs dethroned. Three of them were placed on trial for their sins, or the sins of their ancestors and condemned—one to the block, one to the guillotine, and one to St. Helena.

What is going to happen to the fourth?

Charles I and Louis XVI were formally called before tribunals of men who had once been their subjects. Napoleon was tried in the court of Nations. His case, in many respects, is like that of the man who saws wood today in the beautiful park of his castle-prison in Holland, dreaming about past glories, and wondering what the future holds for him.

In this month of July, 104 years ago, Napoleon, driven from Paris by the triumphant armies of the Allies of that day, and deprived of his power by action of the assembly, was a refugee on the tiny Isle d'Aix, off Rochefort, watching the British ships of war as they cruised in the Bay of Biscay, barring the way to America and freedom.

Eventually he was given up into British hands, and was sent to St. Helena without formal trial. He had been condemned, months before, by the Allies in Congress at Vienna, as the arch-disturber of the world.

How different was the fate of the unhappy Charles I and of Louis XVI.

Laughed At His Judge

Charles had been accused of no international crime. "Tyrant, traitor, murderer and implacable enemy to the Commonwealth of England," were the charges brought by the Cromwellian Roundheads.

He faced his hand-picked High Court of Justice in Westminster Hall and laughed derisively in the faces of the 80 or more commissioners as the charges were read.

"By what lawful authority am I brought here?" he demanded.

"Remember I am your King, your lawful King, and what sins you bring upon your heads, and the judgment of God upon this land. Think well upon it, I say, think well upon it, before you go further, from one sin to a greater. Therefore let me know by what lawful authority I am seated here, and I shall not be unwilling to answer. In the meantime, I shall not betray my trust; I have a trust committed to me by God, by old and lawful descent, I will not betray it, to answer to a new unlawful authority."

Said the court: "If you had been pleased to have observed what was hinted to you by the court at your first coming hither, you would have known by what authority; which authority requires you in the name of the people of England, of which you were elected King, to answer."

Condemned To Death

"No, sir. I deny it," replied Charles. "England was never an elective Kingdom, but an hereditary Kingdom for nearly these 1,000 years; therefore, let me know by what authority I am called hither. I do stand more for the liberty of the people than any here that come to be my pretended judges.

"I will stand as much for the privilege of the House of Commons, rightly understood, as any man here whatsoever: I see no House of Lords here, that may constitute a Parliament.

"Is this the bringing of the King to this Parliament? Is this the bringing an end to the treaty in the public faith of the world?"

Three times he was called before the court, and three times refused to answer to the charges brought against him.

The court thereupon held private sessions, taking testimony against the King, which in the main was to effect that he had been seen at various times and places at the head of the armies, and that bloodshed had followed.

"On Jan. 25, 1648, the King was found guilty of "levying war against said Parliament and People, and maintaining and continuing the same . . . and that he hath been and is the occasioner, author and continuer of the said unnatural, cruel and bloody wars, and therein guilty of high treason, and of the murders, rapines, burnings, spoils, desolations, damage and mischief to this Nation, acted and committed in the said war, and occasioned thereby. For all which treasons and crimes, this court doth adjudge—that he, the said Charles Stuart, as a tyrant, traitor and public enemy to the good people of this Nation, shall be put to death by the severing of his head from its body."

The sentence was carried out by the headsman upon a scaffolding in Whitehall, Jan. 30, 1648.

Louis' Fate Sealed

Louis of France met a like fate by more modern means. The guillotine replaced the headman's axe.

He and his family were imprisoned in Paris. On the far borders of France the armies of the republic had been successful; and Danton, from his seat amongst the furious radicals in the National convention, had shouted: "Now let us throw them (our enemies) the head of a King in defiance."

This utterance sealed the fate of the King. It was determined to bring him to trial on a charge of having conspired against the Constitution and the public good.

On Dec. 11, 1792, officers appeared at the prison and read to the King the decree of the convention that "Louis Capet" should be brought before it for trial.

"Capet," said the King, "is not my name, but that of one of my ancestors."

The trial was long-drawn. Before the convention the King, doomed to die even before the farce-drama began, explained through his counsel the truth of the many charges brought against him. This act, he said, was legal under the Constitution; this act was not his, but the unauthorised act of others.

Napoleon Claimed Protection

All was in vain. On Jan. 27, 1793, a vote was taken. He was condemned to die, 387 out of 721 Deputies voting for death, many for perpetual imprisonment. Many of those who voted to send the King to the guillotine met death themselves at Robespierre's hands within a few months.

The minority members demanded an appeal to the Nation, but the extremists, headed by Danton and Robespierre, overruled them. On Jan. 20 a final vote was taken; and next morning the final tragedy was enacted in Place de la Revolution.

[illegible] drop [illegible] fana[illegible]

kerchiefs in the blood and saved them as souvenirs.

Napoleon's death was the death of exile. As he waited, with his few attendants, on the Isle d'Aix, he dreamed of the day when he might reach America. But British frigates were in the offing in such force that no ship could slip through them. He sent messengers to the British Naval commanders, asking if passports for America had been issued for him.

But none had come; and with the Bourbon King now in power in France, and the ever-present fear of what his fate might be at the hands of his own people, he now determined to throw himself upon the mercies of the English.

To George IV., then regent, he wrote:

"Royal Highness: Exposed to the factions which divide my country, and to the hostility of the principal Powers of Europe, I have terminated my political career and come, like Themistocles, to sit down at the fireside of the British people. I place myself under the protection of their laws, which I claim from Your Royal Highness, as the most powerful, the most constant and the most generous of my enemies."

His aid was instructed to take the message to England, and to inform the Regent that Napoleon would take the name of Col. Muron or of Duroc, would live as a private citizen, and preferred a quiet place 10 or 12 leagues from London. The aid was never permitted to land in England.

'I Am The Guest Of England'

Napoleon voluntarily boarded the British ship Bellerophon, which was off Rochefort, to be transported to England. The Bellerophon put in at Plymouth, but Napoleon was not allowed to land. Thousands of persons put off in boats to get a look at him as he paced the deck of the ship.

The Privy Council of the Empire discussed his disposition. Should he be given over to the tender mercies of Louis XVIII, or placed on trial for his life by court-martial, or exiled? Exile was determined upon, and Napoleon was so informed.

He protested vigorously.

"I am the guest of England," he claimed.

On August 4, 1815, he was transferred to another vessel and started upon his journey to the island of his death.

Charles 1—Death.
Louis XVI—Death.

Price Fixing By States Advocated By Washington

Further Steps To Stop Profiteering Taken By Department Of Justice; Food Administrators Back In Service

Washington, August 11.—Attorney General A. Mitchell Palmer last night telegraphed all state food administrators urging the appointment of a committee in each county which would draft and publish a list of fair prices for all retail necessities, which would be used by grocers, butchers and other retailers as a guide in selling to the public.

In addition, Attorney General Palmer called upon the state food administrators to procure evidence of hoarding and profiteering in their districts, and to forward this evidence to Washington. According to the plan suggested, the information would be furnished to the state administrators by the county committees.

Believes Check Effective

This step, Attorney General Palmer said, is expected to result in many revelations concerning hoarding and profiteering. Public opinion, he inferred, would go a long way toward keeping retailers within the bounds of prices which county committees might fix, pending the passage by congress of proposed anti-profiteering and hoarding measures.

Other remedial measures are under consideration by his office, Palmer said. He anticipated prompt co-operation on the part of States in fixing price lists because of the fact that organised efforts to combat the high cost of living have been under way for some time in most of the states. Palmer is in frequent conference with Secretaries Glass, Houston, Redfield and Wilson, Railway Director General Hines, Chairman Murdock and W. S. Colver of the federal trade commission and other officials.

Congress Assumes Stand

Sentiment in congress regarding the high cost of living fight and the demand of railway employes for higher wages is gradually crystallising. Senator Meyers' recent assertion that "increases in wages invariably are followed by advances in living costs, thus forming an endless chain" apparently expresses the sentiment of many congressmen.

Pending passage of legislation by congress, which, it is believed, will follow the general trend of recommendations made by President Wilson, authorities are counting on the sale of $124,000,000 worth of surplus army supplies, chiefly canned meats and vegetables, to have a temporary check on the upward trend of prices. The supplies, which amount to approximately 341,000,000 pounds are being sold through postmasters and municipal agencies at cost plus parcels post charges.

Commission Has Facts

Now that a course of action is decided upon, the Federal Trade Commission is understood to be ready to supply the most extensive collection of industrial information ever gathered by any government. Production cost figures have been ordered by the commission on industries representing $30,000,000,000 worth of capital, as the result of its activities during the war in advising the government what prices to pay for the millions of dollars of purchases made by it. For this reason, it is believed the commission is ready to urge that further investigations which seem to be foreshadowed by resolutions pending in congress, would only muddle the situation, causing the loss of valuable time and the waste of the money involved.

The commission's investigations during the war, all of which dealt only with the most authoritative information derived from the books of companies involved, are said to have shown that profiteering was at a minimum in the retail trades, most of the exorbitant profits which are being made going to the manufacturers and wholesalers. As a remedy the commission generally is understood to favor a licensing system for corporations doing an interstate business, the system to be applied first in those cases where the mulcting of the public has been most flagrant.

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British Drys Are Reaay To Launch Their Crusade But The Public Apathetic

Local Option To Be First Goal Of Prohibitionists: Americans Are Going To Take Part In The Campaign

London, August 1.—The prohibition crusade in England is fairly launched. The activities of "Pussyfoot Johnson," the American agitator, have already been described. The London Times says that the temperance organisations, headed by the United Kingdom Alliance, are about to launch a campaign to secure the total prohibition of the sale of alcoholic drinks in this country. Advice and assistance as to the running of the campaign are to be drawn from the temperance societies which have just succeeded in inducing the United States to vote itself "dry," but it is denied that teetotal propaganda in this country is to be carried on by other than English societies.

G. B. Wilson described to a representative of The Times the methods to be used in the fight in Great Britain, which, aiming first at local option, is to be directed eventually toward the securing of prohibition; but prohibition, he insisted, only by the will of the people.

Campaign Plans Made

"We shall begin," he said, "with a campaign in Manchester and Liverpool October 5, culminating with the annual meeting of the Alliance, which will be held in Manchester on the 21st November will be devoted to a campaign in London. We shall invite all the temperance people to help us, and it is proposed to take trades and professions in sections instead of tackling the public as a whole. At present those who will address the meetings in Manchester and Liverpool have not been definitely decided upon, but their names will be published shortly. Propaganda will be carried on by means of literature and addresses.

"As to the cinematograph, one or two films have been seen by us but none really suitable for the work in this country. We began a prohibition campaign long before America did. We want to work up to it gradually, and to make it quite plain that America is not dominating this thing—it will be all British."

Watch Vote In Scotland

Teetotal advocates are counting considerably on the vote to be taken in Scotland next year on the question of local veto on the granting of licenses. The strenuous efforts of the past will be redoubled in the autumn to secure for England similar legislation regarding the granting of licenses to that now prevailing in Scotland. The measure that will enable districts in Scotland to vote themselves "dry" next year provides that, to be effective, the vote must represent 35 percent of the total electorate, and that a 55 percent majority must be secured. It is claimed by temperance advocates that in her "dry" state the United States will have a tremendous economical advantage over "wet" countries, and prohibition is to be preached in England in times not only of economic advantage, but from the familiar point of view of health and personal advantage to the working man.

It is not believed that the public generally will oppose the local veto scheme. Prohibition, the British advocates declare, has already been found in the United States an enormous advantage both to master and man, lifting the man into a higher level of life and efficiency.

For those who are coming from the United States to address British audiences on the question of prohibition, it is claimed that their mission is not that of advocates, but to bear witness to the work they have just done and its results. They themselves deprecate strongly the suggestion that their intention is in any way to interfere with British customs. The secretary of the Church of England Temperance Society said that so far that organisation had had no invitation to take part in the crusade, and in any case it could not take a strong line in advocating extreme legislation.

Labor Against Drys

How the news that the attempt to make England "dry" is definitely to be made will be received by the general public may be easily forecast from the views so readily expressed on the very much milder step of maintaining the war-time reduction of the hours for the sale of alcoholic refreshment. Immediately the armistice was signed, an extension of those hours was demanded and was soon forthcoming. Moreover, the reduction of hours was purely a war measure and the extreme body of temperance enthusiasts had nothing to do with it. Nor is it likely that the cause of prohibition will derive much sympathy from labor.

Ben Tillett discussed the question by asserting that teetotal organisations had never concerned themselves with the really vital questions of better housing, better wages, or better education for the working people. Nor had they ever advanced an argument for scientific dietary or a better food supply.

The campaign for prohibition would be that of wealthy fanatics, and would be met by strikes of violence, or both. As for introducing American propaganda, the fanatical Americans would have quite enough work to do in America in dealing with the social unrest provoked by the unconstitutional and unreasonable attitude of the state to the employes. The workers of this country were already galled enough by the profiteering in food and drink. Until the members of temperance societies came to respect the liberties of their fellow-men they would make little headway.

Against Tea and Coffee

The controversy that was raised over the question of the medicinal value of alcohol during the recent epidemic of influenza is still remembered.

"It was found," said a doctor, "that alcohol was the most valuable of all drugs in the medicine chest for coping with that disease, and a great deal of trouble arose through the difficulty with which it was obtained. The effect of alcohol is to act as a stimulant to the nervous system and through it the organs of the body, bringing out reserves of power. In older people it acts as a valuable nerve tonic and assists digestion. It is as true to say that alcohol is a poison as to say the same of anything of which too much is taken.

If prohibition is to be advocated on health grounds, tea and coffee must also be included. In work such as iron smelting, beer is almost essential to the worker, for it is cool and slightly stimulating. Its effect upon the nerves and the skin is the direct opposite of that produced by the heat of the furnace, and therein lies its value."

But the decision of whether or not we are to have prohibition in this country will not in the end be decided by temperance advocates, by leaders of trade unionism, or by medical men. Its acceptance lies in the hands of the people generally; and the public mind, when it has in the past expressed itself upon licensing questions, has certainly given no indication that it is inclined to support the crusade which is to be set on foot in the autumn.

SAILORS WON'T GO TO SEA ON BOOZELESS STEAMERS

Oakland Firm Obliged To Supply Wine For Christenings, Despite Dry Law

Oakland, California, August 11.—The United States may be "dry," but Oakland ship launchings will be "wet" for some years to come. To this end the shipyard owners of this city have laid in a supply of California champagne to be used at christenings. This step was taken in deference to sea superstition.

"We had to do it," said George A. Armes, president of the Moore Shipbuilding company. "Sailors will not go to sea on a ship that has not had a bottle of wine broken over its prow at its launching. It is a 'hoodoo ship.' It would be difficult for us to sell our ships if they were not christened according to custom."

The shipyard owners stocked up on wine only after they had procured advice of attorneys. The lawyers held there would be no violation of law because the wine "was neither sold, nor given away, but thrown away."

Oakland nearly had a "dry" christening recently at the launching of the City of Berkeley, a Liberty Loan honor ship. Its namesake city, Berkeley, adjoining Oakland, is the seat of the University of California and therefore "dry" by local option and state enactment. Petitions against christening the vessel with wine were circulated, with suggestions as substitutes of milk, ginger ale, grape juice and carbonated water.

Apparently officials of the Union Construction company, in whose yard the vessel was built, acquiesced in the demand of the "drys," but when the ribbon wrapped bottle smashed against the prow there was a fizz and scent of good champagne.

"No hoodoo ship shall leave our yard," the builders said.

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Confused Enemy Propaganda And Got Military And Economic Information

New York, July 28.—Merely as an introduction of what may be expected to come as to the active mystery which surrounded the British secret service during the war, the Government, on June 17, issued a statement setting forth in a general way, but with some episodes and some documents, the operations of the British Postal Censorship from its inception at the outbreak of the war.

The veil is partly lifted as the department is expected to close shortly. The ingenuity displayed in deciphering codes, in discovering invisible handwriting, in obliterating all trace of its chemical treatment of suspected letters, and, above all, in preventing the undue dislocation of trade stand to the credit of the department.

One instance of success achieved by the chemical section is typical. Invisible writing may be done in slaiva, milk, lemon juice, or in various chemical solutions. Each is revealed by its own peculiar treatment, yet a chemical solution was discovered in the censorship laboratory which alone succeeds in revealing all of these forms except in the case of only a few chemicals themselves. The statement reads:

On Aug. 3, 1914, the day before war was declared against Germany, an officer was instructed to take up the duties of the postal censorship. During the following days a few officers and volunteers assisted in opening the mails for Germany and a staff of civilian censors began to be assembled. At the end of December, 1914, the staff numbered 170 and was housed in the General Post Office. By the end of October, 1918 it had increased to 4,680, of whom 1,093 were men and 3,587 were women. The bulk of this staff was housed in Strand House and occupied six floors and the basement of that large building. Of the remainder 173 men and 1,256 women worked in the Censorship at Liverpool, where the mails between United Kingdom and North and South America are handled.

Each examiner read on an average 110 private letters or 86 commercial letters a day. The average number of letters censored in a day was 275,517, weighing about four tons. Of these 116,700 were commercial letters and 258,817 were private letters. In the censorship of private letters and parcels women have been found specially useful, as they have a wonderful memory for detail and can recognise again peculiarities in handwriting, form and expression which they have once remarked. At first the censorship was confined to mails passing to and from the United Kingdom. The examination of such mails has materially contributed to the detection of many spies and enemy agents both in this country and abroad, and has prevented the leakage of much valuable military information to the enemy. It has enabled the trading with the enemy laws and regulations to be effectively enforced and has supplied the evidence relied on by the Crown in the more important prosecutions for breaches of those laws. It has provided the only means by which the passage of securities and remittances to and from the United Kingdom could be effectively supervised and has thereby insured the observance of the various financial regulations imposed from time to time by H. M. Government. It has provided a means of control without which the legislative restrictions upon private dealings in certain commodities vital to the conduct of the war could not have been enforced, and the protection thus afforded to the various purchasing authorities against speculative operations is known to have enabled them to save many millions sterling on their purchases.

By the end of 1914 it had become apparent that, in order to unravel and defeat the plans of the enemy for passing supplies through our blockade with the connivance of intermediaries in neutral countries, it was essential that the mails in transit from one country to another should also be examined. Little by little every channel of communication by mail between neutral European countries and other neutral countries outside Europe was brought under supervision, while for transit mails passing between more distant localities a network of censorships was established at convenient points throughout the empire. At the same time arrangements were made with our allies by which the work of censorship was divided and provision made that the same mails should always be examined by the same country and that no mails should be either omitted or examined twice over.

Check On Parcel Post

To close every channel whereby the enemy could obtain messages or information, it was necessary to put a sufficient check on the parcel and sample post, for a single parcel could have contained either on the goods themselves or on the accompanying packing important plans or messages. In view of the obvious impossibility of close examination of each article of merchandise an elaborate system was organised, whereby the despatch of parcels was confined to firms of well-known status, who undertook to observe certain specified precautions, and the arrangement was such that no parcel could pass through, unless the censor knew who was responsible for sending it, and was informed as to the reliability of the actual individual who had packed it. A staff was collected and housed in Regent's Park, where as many as 2,407 parcels were examined each day.

A similar method was adopted to control the printed matters post, especially newspapers, which afforded an easy means of spy communication, but could obviously not be examined in detail.

It is worthy of note that when the United States entered the war in 1917 the American Government realised the advantage of utilising in their own interests an institution which besides being ideally situated for its work possessed the efficiency which could only be acquired by several years of organisation and experience, and generously consented to leave the mails between Europe and the United States under the supervision and control of the postal censorships in the United Kingdom and France. At the same time by her own censorship she closed certain channels of communication which had not been closed before.

Our interference with so-called "neutral mails" at first excited great opposition in neutral countries, particularly in the United States. The extensive seizures, however, of contraband articles of small bulk and high value, (e. g., rubber), from the letter mails carried by neutral ships, provided a sufficient answer to such complaints. The value of the goods so intercepted in the short period before the enemy discovered that this method of evading the blockade was a failure amounted to over £150,000. But the seizure of contraband and of goods of enemy origin was not the most important of the results obtained from censoring the mails between neutral countries.

Intercepted Letters

The censorship resulted in:

(a)—The complete stoppage of enemy channels of communication.

The following are extracts from intercepted letters:

It seems now to be utterly impossible to ship any goods to foreign countries. No doubt our English friends have taken away the letter addressed to the Berlin banker, and it seems to us that under such circumstances we had better keep our hands off the American trade.

Where bills of exchange are concerned one never knows whether remittances have arrived over there. For instance, I have sent 30,000 marks and more since January to America, but have never heard whether this has been received or not. Whatever the English want they get, for the whole postal communication with Germany is completely upset. I only hope that it will not be long before peace is in sight.

In consequence of the difficulty in the postal service with your side business is at a dead standstill.

We last wrote to you on May 1, and have not had the pleasure of hearing from you since then, from which we conclude that the postal service between here and Germany is becoming more hopeless every day.

The business in mark exchange is almost entirely broken off, as no one will buy any more marks, owing to the uncertainty of the post in the future.

When it is remembered what importance Germany attached to her foreign commerce and what industry she had devoted to the scientific cultivation of oversea markets the significance of the above extracts will be readily appreciated but perhaps only those who in examining enemy trade correspondence have been eye witnesses of Germany's organised endeavors to establish the means of recapturing her lost trade after the war and of her efforts to keep in touch with her oversea markets and with her agents abroad, are able to gauge the effect of the censorship as a cause of depression to the enemy and as a factor making for victory.

Apart from its direct utility as an instrument of blockade, the censorship has not infrequently revealed the enemy's plans for interfering by forestallment or otherwise with the supply of materials vital to the conduct of the war from neutral countries and has enabled such plans to be circumvented.

Over $100,000,000 Held

(b) The Seizure of Enemy Remittances and Securities—The approximate total value represented by instruments of exchange and other documents facilitating the transfer of funds for enemy benefit which have been detained from Jan., 1916, to the end of 1918 amounted to £79,000,000. During the same period about £2,000,000 worth of securities suspected of being transmitted for enemy benefit were placed in prize. It is not, of course, possible to estimate in what proportion of cases the transfer of funds was effectively prevented for the duration of the war by the detention of the relative documents, but in view of the completeness of control both over cables and over sea-borne mails there can be no doubt that it must have been a substantial one.

Even if the detention of these documents did not always involve direct and permanent loss to the enemy, it is clear that their seizure did much to paralyse his commercial and financial operations in overseas countries and incidentally to impede foreign subscriptions to his war loans. The seizures of enemy insurance documents must have gone far to bring German foreign insurance business to a standstill. The seizure of enemy banking documents and statements of account was a deadly blow to German oversea banking enterprise, a fact of which abundant evidence has been found in intercepted enemy letters. For this particular work a special branch was formed consisting of men of large and varied financial experience on the Stock Exchange and elsewhere.

(c) The Detection of Schemes for Evading the Blockade.—The censorship has provided the only effective means of identifying the true origin or destination of merchandise and the evidence furnished from intercepted letters has not only led to the initial holding up of cargoes destined for the enemy which might otherwise have passed unsuspected but in practically every case has been the essential factor in securing the condemnation of the ships and cargoes which have been seized. The significance of this will be appreciated when it is remembered that the approximate value of the cargoes placed in prize exclusive of ships is over £30,000,000 sterling, and that the goods actually condemned and sold up to the beginning of the present year realised approximately £5,000,000 sterling. The censorship has, therefore, been justly called the "Eyes of the Blockade."

Without the evidence provided by the postal censorship it would have been impossible either to compile or effectively to enforce the blacklists. Soon after the blockade was established Germany developed an almost incredible ingenuity for concealing the channels through which she was obtaining supplies by the use of an ever changing crowd of cloaks and cover consignees in adjacent neutral countries, but the censorship was able to cope effectively with these attempts and it soon became practically impossible for any regular course of trade to be established by the enemy through a neutral cover without detection.

Neutral firms of good standing, realising the vigilance of the British censorship and the penalties attaching to inclusion in the blacklists, became unwilling to lend their services to the enemy, and the censors became quick to detect any demand for goods from persons or firms of unknown status or who had not previously dealt in that particular class of commodity. Often the most elaborate schemes of the enemy were defeated by the neglect of some small detail; for instance, the attempt of a big German insurance company to circumvent the blockade by carrying on its business from neutral territory under a neutral guise was revealed by the unfortunate inclusion in its mails of certain documents written on the same paper and typed with the same typewriter as other similar documents known to have originated from a certain town in Germany.

(d) The Interception of Enemy Propaganda—There was hardly a corner of the globe which the enemy did not attempt to propagandise, and his endeavors by this means to excite unrest among the subject races of the Allies, and to arouse dissension among the Allies themselves were of a most insidious character. British misrule in India, and British atrocities in Egypt were the subject of pamphlets in innumerable European and Oriental languages, including Chinese. The misdeeds of the old regime in Russia, and the persecution of the Jews were ingeniously exploited for propaganda to be distributed among Russians in the United States. Everything which the Allies had said in the past, either against themselves or against each other for centuries, found its place in the enemy's propaganda leaflets. Carlyle and Herbert Spencer, files of The Times and Punch, caricatures of the French by Rowlandson and Gilliray, of the Russians by Doyle and Daumier, of the English by Willette and Forain, were all made use of in turn, and the Library of the Censorship contained at one time a unique and instructive collection of the unpulped remnants of this extraordinary output of German Kultur. Great numbers of complete sacks appearing to contain merely business circulars from Sweden and Holland were found in reality to contain nothing but propaganda from Germany under covers bearing Swedish or Dutch postage stamps. Propaganda leaflets were found inserted or artfully interleaved in apparently harmless books, and numbers were found packed in copies of The Times. As much as six tons per week of enemy propaganda were at one time sent to the paper mills.

(e) Acquisition of Intelligence.—The censorship has throughout the war thrown valuable light upon the military and economic conditions existing in enemy countries. It has also furnished much naval, military and air information, but for obvious reasons it is undesirable to give details with regard to its work in this particular direction. Not infrequently it was the censorship which first detected the rise in neutral countries adjoining Germany of an abnormal demand for certain commodities and of mushroom firms which were endeavoring to cater for that demand by means of orders placed in the United Kingdom or in other neutral countries, and, whenever a demand of the kind was observed, the authorities were warned in order that steps might be taken for prohibiting the export of the commodity in question from British territory and for placing it on the contraband list.

Masses of documents passed through the postal censorship every day, the improper treatment of which would have been detrimental to the military and naval interests of the country, and decisions had daily to be made which involved great familiarity with the trade of particular localities, and expert technical or financial knowledge with regard to the commodities or operations involved. For instance, the failure to detect a single undesirable entry in a sheaf of reinsurance bordereaux might have placed the enemy in possession of a sailing date and thereby directly led to the sinking of a liner, while on the other hand the improper detention of an important document essential to the movement of a cargo or the clearance of a port might have caused great mischief from the naval and military standpoint, or extensive pecuniary damage to allied trade interests.

TAKE ADVANTAGE OF THE HIGH EXCHANGE

Carry a Gold Dollar Account

WITH

AMERICAN EXPRESS COMPANY

No. 3 Kiukiang Road

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FIRE AND MARINE INSURANCE CO., LTD.

Fire and Marine Policies are issued at lowest current rates. Branch offices are located in all principal cities of China.

Head Office: 127 Szechuen Road

There's an Art in Making Good Coffee

It's easy, but it must be made RIGHT.

Use good, pure water, in a coffee-pot scrupulously clean, and boil just enough. Never warm up old coffee. Use just enough for each meal. Try "Famous for Flavor" Coffee.

It will please you better than any other. Why should we brag about it so, if we didn't know you'd stick to "Famous for Flavor" after your first trial pound?

It's the flavor!

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A New and Unique Assortment of

Light Summer Slippers

[in] thin canvas.

Excellent for the hot weather; of high-class American Manufacture.

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"Kavkas Mercury & Vostochnoe" Ltd.

WAREHOUSING, INSURANCE AND TRANSPORT OF GOODS WITH ADVANCES.

Established 1840.

HEAD OFFICE IN PETROGRAD

FOREMOST Russian Steamship Company. Owners of over 300 Cargo and Passenger steamers, plying on the Vola, Kama, Oka, Kura and Caspian Sea.

Inclusive through transport rates quoted and through Bills of Lading issued to all parts of the world.

SPECIAL FACILITIES GRANTED FOR SHIPMENTS TO AND FROM RUSSIA. Marine and War Insurance risks covered on first class policies at lowest current rates.

Charges and Invoices collected through our Branches and Agencies. BRANCH OFFICES AND WAREHOUSES IN ALL RUSSIAN TOWNS OF IMPORTANCE. Also in Great Britain, France, Italy and United States of America.

M. A. MORDUCOVITCH, Manager.

Telephone No. 1478. The Bund.

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new and pleasant by using

"BRILLIANT" WIRE LAMPS

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Your Cup of Tea Should Be China QUALITY Tea

FLOWER BASKET BRAND

Sold by all Grocers

THE CHINA TEA CO., LTD.

SHANGHAI

DRINK RED ROC

The Perfect Water

THIS WEEK

Specially displayed in Furniture Dept.

All up-to-date Patterns of

Washing Stands, Enamelled Baths and Basins, White Porcelain Troughs, Nickelled Towel Racks,

Etc., Etc., Etc.

for

Residences

Schools

Hospitals

THE SINCERE CO., LTD.

The chief source of supply for

Bathroom Fittings and Lavatory Fixtures.

Germans Who Betrayed Army Secrets To Yanks Are Brought To America

Two Officers Who Divulged Hindenburg's Plans Are Taken To U.S. For Safety; Saved Many American Lives By Their Action

New York, July 28.—A story of the betrayal of the German high command through the efforts of the American military secret service and of the organisation among German officers of a vendetta aimed at the lives of the traitors was brought to light with the arrival here yesterday of two German prisoners of war, consigned to the director of military intelligence, Washington, D. C.

According to information here, the mysterious prisoners, who landed from the Agamemnon under heavy guard, formerly were German officers of high rank, occupying positions of great responsibility under von Hindenburg.

Betrayed Plans Of Staff

Before the inauguration of the American offensives in 1918, operatives of the American military intelligence corps prevailed upon them, through inducements which have not been divulged, to deliver plans of the German general staff covering the proposed movements on the western front, probable lines of retreat, points at which stands would be made, and other detailed information of inestimable value.

With these plans before him, General Pershing was able to lay out his campaign with great freedom, and it is believed that a result was to cut the cost of the American advance practically in half.

The prisoners are said to be Alfred Scholz and Alwin Grothe. The former is an infantry officer and was captured at St. Mihiel September 2, 1918. Grothe, an aviator, was shot down in the Argonne October 18 of the same year.

First Prisoners Brought Here

They are the first German military prisoners to be brought to America and were under the guard of fifteen soldiers in command of Lieutenant R. H. Owen, of the 5th Ammunition Train, who professed to know nothing about his charges except that they were prisoners.

The coming of the Germans was shrouded in mystery, but information picked up in Hoboken from travelers on the Agamemnon was that the guard thrown about them was more of a protective measure than a means of preventing their escape. The prisoners were unusually well treated and appeared to be in high spirits when the vessel came to port, and this was interpreted by those who saw them as an indication that they were in good favor with the United States military authorities.

Mystery Surrounds Them

Brigadier General McManus, troop movement officer of the port of embarkation, who receives instructions from France and from Washington relative to the disposition of all prisoners, said that he had received no advices concerning the two Germans.

Lieutenant Owen said he had instructions to deliver the Germans to the military intelligence bureau in Washington and apart from that knew nothing of their history. When he reported to the military authorities in Hoboken for further instructions he was informed that no instructions had come to alter those he had received at Brest and he proceeded with his prisoners and guard of fifteen men to Washington.

Traitors For Germany's Good

It was said the captured officers realised that their proposal to betray the plans of the German High Command for retreat was an act of treason against the Fatherland. Nevertheless they expressed the belief that they were really doing their country a service by saving it from further warfare, as the cause of Germany they realised, was lost.

The honesty of the men was doubted at first, but several days of questioning and the checking up of information they had given showed that their intentions were sincere and they were brought before General Pershing. Under a cross-fire of the American commander in chief they revealed in detail the defensive plans of Ludendorf for retreat over a wide area and the location of guns.

Their revelations included the proposed movements of the Germans along the entire western front, the probable lines of retreat and the positions where the entire German line had planned to resist the enemy in its retreat eastward.

When it was proved that they were telling the whole truth General Pershing was able to lay out a campaign with great latitude, and found it possible to pursue the enemy with one-third the casualties it would have cost had the information not been delivered to him.

Feared For Their Families

Shortly before the armistice the German officers expressed the belief that the news of their betrayal had become known in Germany, and that their lives would be taken by German prisoners if they were detained in the regular prison camps. They said also that they feared their families would be assassinated, and urged that they be sent to a place of safety in the hope that in some land far away from Germany they might be joined eventually by their womenfolk and children.

Their wishes were respected, and this, it is said, is apparent in the sending of the men to this country. Their departure was closely guarded, and the facts might not have come to light had not a clerk recorded their names and identity on the roster of troops and prisoners departing on the Agamemnon.

Are Sought As Teutons

Moreover, it is understood that secret agents of the German government in this country had been apprised of the possibilities of sending prisoners to the United States, and were urged to destroy the betrayers of the Fatherland. With this possibility in mind, the American military authorities in France provided a specially picked guard of fifteen men to escort the Germans from Brest to Washington.

The prisoners will probably be sent to some isolated army post and protected until such time as it may be safe to release them.

On arrival yesterday the two prisoners were in a cheerful mood, and, despite the risk of future harm, were willing to pose before the camera. It is said the American military authorities, as a reward for the information procured, will make an effort to bring the families of the two Germans to this country.

Provision Prices In Local Market

Prices quoted are in Mexican dollar cents at Hongkew Market as compiled on September 2, 1919.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	,,	16-20
Pork	,,	25-30
Veal	,,	25-30
Fish		
Bream	per lb.	none
Cod	,,	18-20
Mandarin	,,	40-50
Mackerel	,,	30-35
Pomfret	,,	30-35
Salmon	,,	18-20
Samli	,,	none
Soles	,,	30-40
Whitebait	,,	20-25
Game, Poultry And Eggs		
Deer	each	none
Duck	,,	40-60
Eggs	per doz.	17-20
Fowl	per lb.	18-20
Geese	each	70-90
Pigeons	,,	18-20
Quail	,,	none
Snipe	,,	14-16
Teal	,,	none
Turkey	per lb.	45-50
Fruit		
Apricots	per lb.	none
Apples	,,	12-16
Bananas	,,	5-6
Figs	per doz.	5-10
Lemons	each	6-8
Lichees	per lb.	none
Mangoes	each	none
Oranges	per doz.	$1.00-$1.20
Peaches	per lb.	none
Pears	,,	8-12
Persimmons	,,	8-10
Peeboes	,,	none
Plums	per lb.	15-20
Pumeloes	each	20-25
Pineapples	,,	none
Strawberries	per lb.	none
Walnuts	,,	none
Vegetables		
Artichokes	each	none
Asparagus	per doz.	20-30
Broad Beans	per lb.	6-7
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	5-10
Carrots	per bunch	2-3
Cauliflower	each	none
Celery	per bunch	2-3
Egg Plant	per lb.	5-7
French Beans	,,	8-10
Green Corn	each	1-2
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	,,	3-4
Parsnips	per bunch	3-4
Peas	per lb.	none
Potatoes	per picul	$2.40-$2.80
Radishes	per bunch	1-2
Spinach	per lb.	6-8
Tomatoes	,,	5-6
Turnips	per bunch	none
Grain And Flour		
Flour, American	per 50 lbs.	—
Flour, Australian	,,	$4.20
Flour, Shanghai	,,	$2.50
Rice	per 200 lbs.	$8.20
Milk		
Foreign dairies	per bottle	20
Chinese dairies	,,	17
Fodder		
Barley	per 114 lbs.	$2.60
Bran	,,	$2.25
Fuel		
House Coal	per ton	Tls. 19.00
Stove Coal	,,	Tls. 23.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-$4.00

E. KILNER,
Chief Inspector.

Sailed from Shanghai

For San Francisco
Cadaretta ..... Aug. 6
Colombia ..... Aug. 17
Royal Arrow ..... Aug. 26
Nanking ..... Aug. 27
For Seattle
Africa Maru ..... Sep. 1
For Vancouver
Empress of Asia ..... Aug. 9
For New York
Gaelic Prince ..... Aug. 14
Gothic Prince ..... Aug. 17
For London, etc.
Kitano Maru ..... Aug. 5
Neleus ..... Aug. 6
Kansas ..... Aug. 8
Helenus ..... Aug. 9
Amazon Maru ..... Aug. 9
Pembrokeshire ..... Aug. 12
Teiresias ..... Aug. 15
Tomiura Maru ..... Aug. 17
Inaba Maru ..... Aug. 18
Benledi ..... Aug. 20
Agapenor ..... Aug. 22
Altai Maru ..... Aug. 28
Kamo Maru ..... Sep. 1
Ajax ..... Sep. 4
For Liverpool
Awa Maru ..... Aug. 1
Tydeus ..... Aug. 4
Deucalion ..... Aug. 10
Tajima Maru ..... Aug. 18
Hector ..... Aug. 30
For Copenhagen
Annam ..... Aug. 16
For Marseilles
Liverpool Maru ..... July 24
Saratov ..... Aug. 3
Meinam ..... Aug. 14
Kenkon Maru ..... Aug. 17
Andre Lebon ..... Aug. 25
Kamiji Maru ..... Aug. 26
For Bombay
Dunera ..... Sep. 3
For Singapore
Methven ..... Aug. 16
For Java
Tjikini ..... Aug. 16
For Batavia
Korsnaes ..... Aug. 22
For Calcutta
Shingo Maru ..... Aug. 10
Arratoon Apcar ..... Aug. 20
Itola ..... Sep. 1

In the United States Court for China

In re Estate of FREDERICK EUGENE WEISS, Deceased. — *Cause No. 817* — *Estate No. 302*

NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before March 1, 1920, and all persons owing the said deceased are required to make payment to the undersigned.

CHESTER B. WEISS,
Administrator,
c-o U.S. Steel Products Co.,
Union Building,
Shanghai, China.

August 31, 1919.
25136

SHANGHAI AMERICAN SCHOOL

Registration, September 12 and 13. Class work begins Monday, September 15, 8:45 a.m. Address all inquiries to the Principal, 147 North Szechuen Road, Shanghai.
25198

LOST

LOST: A godown receipt issued by the Jui Yuan Godown numbered D.79 under date of the 2nd of the fourth moon for 100 bales of White Jade Extra Fine Tungchow Cotton, (白玉頂印通花) of which 64 bales have already been taken delivery of, leaving 36 bales. This receipt was lost in Lai Yi Too, Pootung. (浦東瀾泥渡) Notice of the loss has already been served on the said godown. Similar notices have been advertised in the Sin Wan Pao and Shun Pao to warn the public from negotiating for the same.

HSIN TAI YA.
(信泰協)
25230

LOST

Demand Drafts Nos. 14, 15 and 16 for $3,000, $3,000 and $4,000 respectively issued by the National Commercial Bank, Limited, on the Bank of China, Chingteh-Chen (景德鎮) payable to Yao Pu Ching (姚譜琴). Both Banks have been notified of the loss and the Public is hereby warned against negotiating the said drafts as they have been declared null and void.

YAO PU CHING.
(姚譜琴)
Shanghai, 4th September, 1919.
24235

Dr. med. F. T. Kiang
Physician and Surgeon
(Formerly Assistant at the Surgical University Clinic of Berlin)
Specialist in veneral diseases.
Office: 85 Szechuen Road.
Consultation Hours: 2-4 p.m.
Telephone: No. C. 3844.

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 28)

Municipal Notification

No. 2641.

PUBLIC SCHOOLS FOR FOREIGN CHILDREN.

THE schools will reopen on Monday, September 8, at 8.30 a.m.

The attention of parents is directed to the following scale of monthly fees:—

Public School for Boys.
200 North Szechuen Road.
Boys over 10 years of age.... $12
Boys under 10 years of age.... 8
Extra Subject:—
Shorthand 2

Public School for Girls.
28 Boone Road.
Girls over 10 years of age.... $12
Girls under 10 years of age.... 8
Boys under 8 years of age.... 8
Kindergarten 5
Extra Subjects:—
Piano 5
Shorthand 2

24 Kungping Road.
Children under 8 years of age. $8
Kindergarten children 5

88 Avenue Road.
Girls over 10 years of age.... $12
Girls under 10 years of age.... 8
Boys under 8 years of age.... 8
Kindergarten children 5

Admission to the Avenue Road School is restricted to girls under 15 years of age and to boys under 8 years of age. Admission to the Kungping Road School is restricted to girls and boys under 8 years of age.

Thomas Hanbury School for Boys.
63 Haskell Road, and
Thomas Hanbury School for Girls.
15 Boone Road.
Upper School, Boarders $20
Upper School, Day Scholars.. 6
Lower School, Boarders 18
Lower School, Day Scholars... 5

Kindergarten children in the Thomas Hanbury School for Girls will be charged the same rates as for the Lower School.

The above scale of fees is subject to the following reductions:—

For a family of	Public Schools.	Thomas Hanbury Schools.
2 children	20%	$1.20
3 or more children	33 1/3%	2.00

In the case of children of non-resident parents (the term *non-resident* implies residence in Shanghai of less than six months) an approved guarantee in respect of the payment of fees is requisite before admission to the several schools.

Forms for the admission of new pupils may be obtained on application at the several schools, and should be presented by the new pupils themselves, when attending at the Schools for examination and admission on Friday, September 5, between the hours of 9.30 a.m. and 11.30 a.m., except in the case of the Thomas Hanbury Schools for which the hours of attendance will be Monday, September 8, between 9.30 a.m. and 11.30 a.m.

By order,
N. O. LIDDELL,
Secretary.
Council Room,
Shanghai, August 7, 1919.
25171

SZECHWAN PRODUCTS

BLACK BRISTLES
(IN STOCK)
Apply to
YANGTZE TRANSPORT & SUPPLY CORP.
93 Rue Montauban.
O.15

Dr. James Yuking's
Office for Venereal Diseases is now removed to 73 NANKING ROAD.
Hours: 10 a.m. to 5 p.m. daily and by appointment.
Special consideration to men in uniform.

SZECHWAN CREPE DE CHINE
Direct from the Source of Supply, to any Address in the World.

Travelling through Szechwan Province more than 600 years ago Marco Polo, the celebrated Venetian Explorer, observed this beautiful Crepe de Chine. He took it to Kublai Kahn, the greatest Emperor the world has ever known and Kublai Kahn presented it to the most favoured women of his court, adding charm and beauty to the already most beautiful women in the world. Send us your cheque or Chinese Post Office money order for $20. In return we will mail you one roll of Szechwan Crepe de Chine, postage free. Width 26 inches, length 27 feet. Original Shade.

WIDLER & COMPANY
Chungking, West China.

MUNICIPAL NOTIFICATION

No. 2642

Choleraic Diarrhoea

The attention of the Public is particularly directed to the following Notice issued by the Health Department:—

CHOLERAIC DIARRHOEA

Caused by Food Infected by the Excretions of a Previous Case

HOW TO PREVENT

EAT AND DRINK

Nothing that has not been recently cooked, boiled or otherwise sterilised.

DO NOT CONSUME

1. Fruit, vegetables, salads, melons, etc., which have not been cooked or otherwise sterilised.
2. Food on which flies have settled.
3. Milk or cream which has not been boiled or sterilised.
4. Ice-cream unless made from boiled materials.
5. Water which has not been boiled or filtered through a germ-proof filter, the candle of which should be boiled once a week regularly.
6. Aerated waters or other drinks unless of the best quality.

FRUITS, TOMATOES, ETC. CAN BE STERILISED

so that they can be safely eaten raw, and without spoiling the flavour, by dipping for a few seconds in briskly boiling water.

By order,
N. O. LIDDELL,
Secretary.
Council Room,
Shanghai, August 7, 1919.
25154

Carpets and Rugs FOR SALE
AT
REASONABLE PRICES
HWA VENG CARPET FACTORY
F94 Bubbling Well Road,
Opposite Race Course.
24236

Japanese Bone-setting Treatment
Anyone who suffers from any of the undermentioned troubles may be wondrously and promptly cured:
Fractures.
Dislocations.
Contused wounds.
Incomplete dislocations.
Transmutation of members from injuries.
Disability of motion of joints.
Rheumatism from wounds.
Diagnosis in the forenoon.
Attendance by arrangement in the afternoon.
Apply to:
KUAISHUNDO
No. 42, Chapoo Road

The Shanghai Chemical Laboratory
No. 20 Nanking Road
3rd Floor

Prof. J. K. Seto
Turkish Bath and Massage Establishment
25 N. Szechuen Road, Shanghai.
Tel. North 2768

Dr. S. S. SHPILBERG
Physician and Surgeon
Consulting hours: 11-1 and 4-6
Phone, North 2035
36 Quinsan Road.
24927

HONMA HOSPITAL
No. 3a Miller Road. Tel. N. 2961
DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and Diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

STEAMER FOR SALE
For Sale by private treaty before the 20th September, 1919, a good cargo steamer of 837 tons net register, about 1,800 tons D.W., including bunkers.
Enquiries and offers in writing can be made to
TEESDALE & GODFREY,
Solicitors for the Mortgagees.
4. 9. 19.
25241

NOTICE
Miss A. Cauhman, Russian lady dentist, desires to announce her return to practice at No. 20, Nanking Road. Hours 9 to 12 and 2 to 6.

PRODUCER AND DEALER
in
ANTIMONY, TUNGSTEN, BISMUTH, GRAPHITE, MICA, LEAD, etc.
YUI HWA MINERAL SUPPLY COMPANY
P. 3 Nanking Road, Shanghai.
25195

China Coast Mercantile Co.
104 BROAD STREET, NEW YORK.
Export Agents for the following well known American Brands of Merchandise:
United Drug Co., Boston, Mass.
"Rexall" Products—Perfumes, Toilet Articles and Patent Medicines.
Sheffield Farms Co., New York.
Milk and Milk Products.
L. & H. Stern,
Redmanol Line—Cigar and Cigarette Holders.
R. C. Williams & Co., New York.
Royal Scarlet Brand Foodstuffs.
Huylers, New York.
Cocoa—Chocolate—Candies.
and other sundry lines.
Would like representation in Shanghai and North China. Please communicate with Post Office Box No. 708, U.S. Post Office, Shanghai.
25211

S. S. "WOLLOWRA"
Sailing on or about October 10th
for
MARSEILLES
For Freight apply to
The Wilkins Bros. & Co.
Central 1859
4 Canton Road
25243

NOTICE TO EXPORTERS
We beg to inform Exporters of China Egg Products that we are manufacturing and selling all kinds of LIQUID, DRIED AND SPRAYED WHOLE EGG, YOLK AND ALBUMEN.
Our goods are manufactured by the most up-to-date process; our machines are the newest imported from America, and our outputs are supervised by the best EXPERTS.
Any inquiry will have our immediate attention.
Address: 8b Kiangse Road, and Q489 Tientsin Road, Shanghai.
Telephone: Central Nos. 2385 and 4008.
H. C. WANG
General Manager: Tung Hsin Ziang Egg Factories, Hung Yue Chong Egg Factory, Hsin Chong.

Tel., Central 2036
Dr. FRED M. GENSBURGER
Eye-Sight Specialist
Consulting Hours
10 to 12 a.m. 2 to 5 p.m.
and by appointment
38, Nanking Road
1st Floor

Rubber Outputs

	July	Aug.
Alma	34,000	32,000
Amherst	—	—
Anglo-Dutch	67,000	41,000
Anglo-Java	231,000	—
Ayer Tawah	31,615	31,300
Batu Anam	27,043	—
Bukit Toh-Alang	14,976	18,500
Bute	19,000	19,400
Chempedak	14,000	12,700
Chemor	23,013	—
Cheng	17,348	17,895
Consolidated	70,457	66,316
Dominion	42,219	43,506
Gula Kalumpong	138,000	128,500
Java Consolidated	69,000	—
Kamunting	25,715	25,660
Kapala	13,271	14,034
Kapayang	—	—
Karan	13,370	13,000
Kota Bahroe	36,406	41,863
Kroewoek	36,000	—
Langkat	81,108	81,680
Padang	27,000	16,000
Permata	6,975	—
Pengkalan	16,621	16,866
Repah	23,000	16,000
Samaganga	28,250	26,000
Semambu	14,969	—
See Kee	—	—
Shanghai-Malay	—	—
Shanghai-Seremban	14,600	15,379
Shanghai-Kelantan	16,700	17,500
Shanghai-Pahang	19,187	17,313
Shanghai-Klebang	15,980	15,760
Shanghai-Sumatra	78,760	—
Sua Manggis	—	—
Sungala	12,703	7,871
Sungei Duri	30,474	29,320
Taiping	10,802	—
Tanah Merah	37,000	32,600
Tebong	83,000	80,000
Ulobri	4,924	6,007
Ziangbe	79,000	—

London Rubber Market

Messrs. Hugo Reiss and Co. have received the following telegram from Messrs. Barker and Co., Ltd., London, dated September 4:

Average Spot price standard quality Ribbed Smoked Sheet 2s. 0½d.

Average Spot price standard quality First Crepe 2s. 1½d.

Ex warehouse Singapore, same price, demand is good; tendency steady.

The Chekiang Industrial Bank, Ltd.
Established 1908.

Capital $1,000,000
Reserve Fund $50,000

Head Office, Branches and Agencies. Hangchow, Shanghai, Haimon, Lanchi. Agencies at the principal Cities throughout China.
Foreign Agencies:—London, New York, Tokio, Yokohama, Osaka, Kobe, Hakodata, Seoul and Fusan.

SHANGHAI BRANCH
U 39 Peking Road.
Tel. No. C. 3145, Manager's Office.
Tel. No. C. 2147, General Office.
Every description of Banking and Exchange Business transacted.
Interest allowed on Current and Fixed Deposits in Taels, Dollars, Sterlings, Gold Dollars and Yen according to arrangements.
Credits granted on approved securities.
Safe Deposit Boxes for rent on application.
SAVINGS DEPARTMENT
4% Compound Interest allowed on Savings Current Deposits.
Interest allowed on Savings Fixed Deposits according to arrangements.
Cheque-books or Savings Pass-books at Depositor's disposal.
LI MING, *Manager.*
CHEN SIN TSENG, *Sub-manager.*
ZAI MOH ZUNG, *Sub-manager.*

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road, Shanghai.

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Fifty Bedrooms with private Baths and Toilets.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,100,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserve ..... Frs. 50,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China
SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

E. E. KONG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2/- $15,000,000
Silver 21,000,000
$36,000,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
J. A. Plummer, Esq., Chairman.
Hon. Mr. E. V. D. Parr, Deputy Chairman.
A. H. Compton, Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,969,000
	Kuping Tls.
Capital Contributed by Chinese Government ..	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hankow	Nicolayewsk
Chanchun (Kwan-chendze)	Harbin	O/Amur
	Harbin	Peking
	Pristan	Yokohama
Chefoo	Hongkong	Tientsin
Dairen	Manchouli	Shanghai
Hailar	Newchwang	Vladivostock

Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.
Local Bills discounted. Special facilities for Russian Exchange.
Foreign Exchange on the principal cities of the world bought and sold.
Safe Deposit Boxes.
L. JEZIERSKI,
Manager for Asia.

The National Commercial Bank, Ltd.
Established 1907.

Paid-Up Capital $1,000,000.00
Reserve Fund 391,847.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Central 2650
General Office: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.
Correspondents at the principal cities throughout China.
Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.
Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.
Domestic and Foreign Drafts purchased and sold.
Credit grant on approved securities.
Savings Accounts—4% per annum.
Every description of banking business transacted.
Modern Safe Deposit Boxes For Rent.
SHEN CHU HSU, Manager.
SHU CHIN MIN, Sub-Manager.
C. C. YANG, Sub-Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-Up Capital £2,000,000
Reserves £431,890

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin,
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale de Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China
Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

行 銀 合 聯
Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Office: Tientsin

Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000
Reserve Fund .....$ 20,000

Acting Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shasi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	San Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	TsinkiangpuOsaka	
	Yokohama	

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S. 441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars according to arrangement.
Credits granted on approved securities.

R. R. SUN, Manager.
W. D. Tar, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $5,500,000
Undivided Profits .U.S. $2,563,040.00

H. T. S. Green,
President & General Manager.
London Office:
26 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Rangoon Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.
West Indies and Central American Branches:
Republic of Panama: Panama, Colon.
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid) H.$2,000,000.00
Reserve Fund ..... H.$ 400,000.00
Investment reserve fund ..... H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.
Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.
H. TAO, Manager.
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited
(Established 1880.)

Head Office: YOKOHAMA JAPAN.

	Yen
Capital Fully paid-up..	48,000,000
Reserve Fund	25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.
Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.
Every description of Banking and Exchange Business transacted.
K. KODAMA, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund ..... $1,2[illegible],552.60
Special Reserve Fund $1,89[illegible],932.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.
Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.
SUNG HAN-CHANG,
Manager.
Shanghai, 15th February, 1919.

Banque Industrielle de Chine

Capital ..... Francs 75,000,000
one-third of the Capital, i. e., Frs. 25,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Petrotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunnanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.
Every description of Banking and Exchange business transacted.
Savings accounts in Gold and Local Currency.
G. LION, Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.
C. T. BEATH Manager
26 The Bund.

Nederlandsche Handel Maatschappij
(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £8,833,333)
Reserve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Betoa
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

H. G. J. WYNBERG.

Resources: Pesos 248,000,000

Philippine National Bank
No. 1 The Bund, Shanghai
Telephone: Central 2741
Head Office: MANILA
BRANCHES:
37 Broadway, New York, and throughout the Philippines.
Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Launch Services

TODAY

The tender conveying passengers on board the N.Y.K. s.s. Shikzuoka Maru will leave the Customs Jetty at 2 p.m.

TOMORROW

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 9:30 a.m.

Wednesday, September 10, 1919.

The tender conveying passengers and mails on board the R.V.F. s.s. Simbirsk will leave the Customs Jetty at 3 p.m.

Saturday, September 13, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 1 p.m.

Saturday, September 27, 1919.

The tender Whangpoo conveying passengers and mails on board the s.s. Porthos will leave the M.M. Jetty (French Bund) at 10 a.m.

ASIA BANKING CORPORATION
An American Bank

Head Office—New York City
Head Office for the Far East, Shanghai
Corner Kiukiang and Kiangse Roads.

OTHER BRANCH OFFICES
Hankow-Hongkong-Peking-Tientsin

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in any part of the World.

Financial And Commercial News

Exchange and Bullion

Shanghai, September 6, 1919.

Money And Bullion

Sovereigns: buying rate,
@ 6/-=Tls. 3.3333
@ exch. 73.1=Mex. $4.5599
Gold Dollars: Bank buying rate,
@ 126¾=Tls. 78.90
@ exch. 73.1=Mex. $107.93
Mex. Dollars: Market Rate 72.8625
Shai Gold Bars: 978 touch Tls. 193
Copper Cash .... per tael 187.000
Native Interest ..... Tls. 13

Latest London Quotations

Bar Silver ..... 61d.
Bank Rate of Discount 5%
Ex., Paris on London ... Fr. 34.14
Ex., New York on London T.T. G. $4.18

Exchange Closing Quotations

London ..... T.T. 6/-
London ..... Demand 6/-¼
India ..... T.T. 300
Paris ..... T.T. 960
Paris ..... Demand 963
New York ..... T.T. 126½
New York ..... Demand 126¾
Hongkong ..... T.T. 66½
Japan ..... T.T. 39½
Batavia ..... T.T. 333
Singapore ..... T.T. 39¼

Banks Buying Rates

London ..... Demand 6/1
London Nom. 4 m/s. Cdts. 6/3
London Nom. 4 m/s. Docy. 6/3¼
London Nom. 6 m/s. Cdts. 6/3½
London Nom. 6 m/s. Docy. 6/3¾
Paris ..... Nom. 4 m/s. 1033
New York .... o/d. Docy. 128
New York ..... 4 m/s. 135¾

ROUBLES EXCHANGE

Today's Bank Buying Rate For Roubles

Roubles 5,900 ..... =Tls. 100
Roubles 100 ..... =Mex. $2.25

CUSTOMS HOUSE EXCHANGE RATES FOR SEPTEMBER

Hk. Tls.	3.07	@	5/10¼	£1
,,	1	@	936 Francs	10.43
,,	0.73	@	123¾ Gold	$1
,,	1	@	40¾ Yen	2.73
,,	1	@	15 Rupees	4.89
,,	1	@	1.50 Mex.	$1.50
,,	1	@	— Roubles	—

Stock Exchange Transactions

Shanghai, September 6, 1919.

TODAY'S QUOTATIONS

Official
Shanghai Docks Tls. 116.00
Unofficial
Consolidated Tls. 2.50 Sept.

Shanghai Produce & Stock Exchange Transactions

Shanghai, September 6, 1919.

Shanghai P. and S. Exchange
Tls. 22.00 Nov.
Japan-China S. and W. Co.
Tls. 28.70 Nov.
Local Yarn:
Water Moon 16's
Tls. 208.50 Sept.
Tls. 213.00 Oct.
Water Moon 16/20's
Tls. 222.90 Oct.
Tls. 215.80 Nov.

Share Market

In their report for week ending September 4, Messrs. J. P. Bisset and Co. write as follows:

There is no improvement in the local share market since the issue of our last circular. Cottons are neglected. Docks and Langkats show no change.

Silk Market

Messrs. William Little and Co. write as follows in their report for week ending September 5:

White Silk.—The sudden drop in exchange was to short-lived to enable this market to benefit to any extent. There was general offering but by the time answers were received the recovery of exchange put business out of court.

Tsatlees.—Gold Kiling Tls. 480.

Tsatlee Filatures.—Kung Kee Mars. 1, Tls. 615.

Yellow Silk.—The P. and O. "Dunera" took some 1,400 bales to Bombay on basis of:

Mienyans.—S. C. 1, Tls. 440. H. K. 1, Tls. 440. F. K. 1, Tls. 395.

Konuns, Tls. 310, to Tls. 285.

Mienchews, Tls. 310. Sychong, Tls. 230. Woo Yung, C. H., Tls. 375.

Motsan.—Gold Double Cock, 1 1. Tls. 417½.

Tussah Filatures 8 coc.—Some 800 bales Best grades have been sailed at Tls. 410 average.

World's Financial Prospects As Affecting America

New York, August 1.—In discussing the financial and commercial attitude of America in the problem of enabling Europe to regain normal conditions, the July letter of the Mechanics' and Metals National Bank points out the necessity of systematised credits, whereby this country will lend to others for the purpose of financing purchases here. Since the process will be complex and extended, high prices for commodities are likely to be maintained for a long time, because readjustments will involve defiation of the debased currency of Europe, and that will require a long time.

"All of continental Europe," the letter says, "is in need of materials for reconstruction. It cannot readily produce these materials, but must buy them. The United States is in a position to produce them and to supply them. There never before was a situation wherein a single nation was fixed as the United States is fixed today, with the nations of an entire continent seeking to supply themselves out of our resources, and to secure credit with which to pay for what they buy.

"Discussion of supplying goods to rebuild Europe's shattered economic structure, and of extending credit to enable Europe to buy these goods, has now passed from the mere insistence on the need of such action to the formulation of concrete proposals. It is universally accepted that our willingness to extend financial accommodations against which various nations and people may draw, until such time as they can meet their obligations with goods or gold, will count strongly henceforward. If people abroad are to buy goods of us, credits must be arranged in their behalf, and we will find it necessary to accept these as the only kind of payment our customers can afford for the present.

The Requirements

"The requirements of any program that is adopted for supplying Europe are, briefly, these:

"1. That it be made effective with as little delay as possible.

"2. That it be capable of providing credit on a large scale.

"3. That it provide equitably for Europe's needs, not giving an unfair proportion to any particular country, nor being applied for any one particular use.

"4. That the proceeds of the credits be used, in so far as possible, in supplying real needs, and not providing mere luxuries.

"5 That the investors and bankers extending the credits be adequately protected.

"It is pretty well recognised among business men that commercial banking assistance by itself will not be enough to meet the situation that confronts us. Long term credits must very largely supplement the others, for as Europe's balance of trade in our favor grows, foreign buyers will not be in a position immediately to repay on demand any great volume of short-term commercial loans. Credits in the form of investment securities will have to be negotiated, American investors taking them in the same manner that they are accustomed to take domestic investment securities as they are offered.

Must Absorb Foreign Securities

"To make whatever credits we extend to Europe effective as quickly as possible, it will be necessary to broaden our home market for foreign securities, and either to educate the American investor away from the provincialism of the past, or to circumvent that provincialism until education becomes effective. The American investor, properly educated and led, will rise to the occasion; of that we can be sure. True, he would hesitate under any circumstances, even though he knew that our trade depended upon it, to buy the securities of little known foreign municipalities or business firms. But he will not be slow to buy securities that have been investigated and selected by experts here in whom he has confidence, particularly if his risk is diversified by the purchase of a security backed by a picked assortment of foreign bonds and stocks, so that the safety of his principal does not depend on any one of them.

"Prices of materials are high everywhere and in a great many instances business is held severely in check, just as has been the case ever since the armistice, eight months ago, because of a persistent fear that sooner or later they will collapse.

"Up to this time no collapse has occurred; as a rule, since the opening of 1919 prices have been maintained with only a small decline, while compared with a year ago, when the war demand was at its greatest pressure, the recession, according to accepted 'index numbers,' has equalled no more than 5 percent. Prices are well up to those of the war period—which were the highest in our memory—while, going back five years to June, 1914, the month preceding the outbreak of the war, considerably more than a doubling of prices is denoted, the average increase having been 110 percent.

Why Prices Must Remain High

"It is coming to be agreed more and more that whatever fluctuations occur, whether prices do or do not go somewhat lower in the near future, as a general rule they are established on an elevated plane, and will remain there for a long time to come.

"This assurance is based on a belief in the indefinite continuation of the world's currency and credit inflation and the prevailing shortage of food, goods and transportation facilities. Broadly speaking, prices are determined and will be determined henceforward by:

"(1) The volume of money in circulation.

"(2) The expansion of bank credits.

"(3) The supply of raw and finished materials necessary for human life.

"(4) The facility of distribution, and

"(5) The rate of the world's consumption.

"All of these factors operated during the war to lift prices. All of them are operating in conjunction today to maintain prices. And all of them are expected by a growing body of opinion to maintain prices for a long time to come.

"We know that powerful influences will be enlisted eventually in favor of a definitely downward turn in prices, bringing a return to some kind of a stable level. The experience of other post-war periods leads us to expect that. Eventually 20,000,000 men throughout Europe, now more or less idle, will return to their pre-war occupation, all eager to re-establish themselves.

Chaotic Money Conditions

"It is true that, with the war ended, the situation governing prices has changed greatly. The forces that made for inflation of the currencies and the exhaustion of the world's stock of food and goods have relaxed, to be replaced eventually by forces that make for a restoration of normal conditions. But it is also true that the forces that make for a restoration of normal conditions have not yet come into play in full swing. No intelligent observer can fail to recognise any longer that the paper money printed during the war and the resort by Government to bank credit have resulted in chaotic conditions. Currency inflation and credit expansion in the United States are relatively less than in any country that took an active part in the war, but in Europe the supply of paper money—estimated to amount to $50,000,000,000 as compared with $5,000,000,000 when the war began—cannot possibly be brought down to an amount that corresponds with business needs for a long time to come. Strive as they may to retire these obligations, the Governments and banks will make inroads upon the huge mass of outstanding credit currency only up to their strength and ability. Until these inroads are successful in establishing some form of sound money basis, prices abroad will of necessity be quoted in the debased currency that is in circulation. Because of the destruction of war a whole continent is oppressed by a most harassing situation, in which industry is benumbed because tools and raw materials actually do not exist.

A Long Way To Go

"Having gone a long way down the road of destruction and waste, Europe must now pay the way of retracing its way back up that road. The dislocation brought about by the war was too far-reaching to be overome as readily as it was brought about. Finance has to establish on a firm basis the bond and currency obligations now outstanding in excess of the world's capacity to absorb or use. Industry has to replace what was destroyed. Commerce has to open new avenues of wealth. Agriculture has to feed famished populations.

"Serious economy and the use of a smaller proportion of our energies for turning out goods to be immediately consumed are needed. Efforts are required to produce goods like machinery and railroad equipment that will restore and increase the wealth-producing powers of the former belligerents. It is essential that the income of the people be spent less in satisfying immediate desires than in producing goods that will enrich the future. Economy on the part of the rank and file of the world's people is the solution of the world's greatest economic problem of today."

Growth Of American Silk Industry

(Commercial America)

The announcement that Princess Patricia sent to the United States for silks for her wedding trousseau lends interest to a statement by the National City Bank of New York regarding the wonderful growth of the silk industry in the United States, and the rapid increase in the exportation of American silk products.

The silk factories of the United States are now turning out products valued at approximately G.$500,000,000 a year, against G.$100,000,000 in 1900, and G.$250,000,000 a year at the beginning of the war. Equally interesting is the growth in exportation of silks which in 1900 amounted to only a quarter of a million dollars, and in 1918 was approximately G.$20,000,000.

While there are no census figures of the silk manufactures in 1918, it is comparatively easy to estimate the value of such manufactures turned out, because of the fact that the raw material from which they are produced is imported, and therefore its value is reported by the Government from year to year. A comparison of the value of raw silk imported in the census years with the stated value of the silk manufactures turned out in these years indicates that the output of the factories averages about two and a half times as much as the import value of the silk used, and as the value of the raw silk imported in 1918 is nearly G.$200,000,000, it may be assumed that the silk manufactures turned out in that year were approximately G.$500,000,000, against G.$254,000,000 in 1914 and G.$107,000,000 as shown by the census of 1900.

This large increase in the value of silk manufactures turned out in 1918 is due in a very considerable part to increased prices of material used, since the import price of raw silk is now G.$6 per pound against about G.$3 per pound in the year preceding the war, while of course labor costs, fuel and machinery are also higher than prior to the war, thus contributing to the high cost per unit of quantity produced in 1918 as compared with the pre-war period.

Equally striking are the figures of the distribution to foreign countries of American silks. The total value of the silks exported in 1900 was only about G.$250,000, in the fiscal year 1914 all of which preceded the war G.$2,316,000, in 1916 as much as G.$5,259,000, in 1917 a total of G.$7,216,000, and in the calendar year the spectacular record of G.$18,000,000 exclusive of the G.$3,000,000 worth of artificial silk manufactures exported. The 1918 exports include over 10,000,000 yards of gross goods valued at nearly G.$10,000,000, silk wearing apparel worth G.$4,000,000, and about G.$4,000,000 worth of miscellaneous silk goods.

The silk manufactures exported from the United States go to all parts of the world, the 1917 record showing exports to more than seventy countries, while the manufactures of American artificial silk went to forty-seven different countries, representing every grand division of the globe.

Still another wonder in the story of American silk production and distribution is the rapid growth in the exportation of manufactures of artificial silk, which grew from less than G.$500,000 in 1916 to over G.$3,000,000 in 1918, and included in the year just ended more than 6,000,000 pairs of stockings made from artificial silk produced from wood pulp and turned into artificial silk fiber in factories in Pennsylvania and Virginia.

AMUSEMENTS

5th Season **LYCEUM THEATRE** 5th Season

Mr. T. Daniel Frawley
PRESENTS
The Frawley Company
in repertoires of the latest London and New York successes.

Monday and Tuesday, Sept. 8 and 9.	"POLLY WITH A PAST" A Farce Comedy. By George Middleton and Guy Bolton
Wednesday and Thursday Sept. 10 and 11.	"UPSTAIRS AND DOWN" A Comedy Satire By Frederick and Fanny Hatton
Friday and Saturday, Sept. 12 and 13.	"THREE WISE FOOLS" A Comedy Drama By Austin Strong

Prices $3, $2 and $1 Usual Prices — Booking at Moutrie & Co. Children Half-Prices

25169

Amusements

St. GEORGE'S GARDEN
Bubbling Well Road
TONIGHT
Open-Air Cinema Show
BRYANT WASHBURN
in
"TWENTY-ONE"
5-Parts Comedy Drama.
It is a lively story of love, mistaken identity, and amusing situations.
Pathe's News and other new films

ISIS THEATRE
PROGRAMME
for
Monday, Tuesday, Wednesday and Thursday
8th, 9th, 10th and 11th, September
VITAGRAPH'S SUPER-FEATURE
"Salvation Joan"
Seven Parts.
Featuring Edna May, the One Time Star in "The Belle of New York."
Fascinating, interesting and entertaining story, which cannot fail to please any audience.

Amusements

Olympic Theatre
TONIGHT
GEORGE BEBAN
IN
"THE BOND BETWEEN"
FIVE PARTS
A PARAMOUNT PICTURE

Victoria Theatre
TONIGHT
WALLACE REID
and
MYRTLE STEDMAN
in
"THE PRISON WITHOUT WALLS"
Showing Very Shortly
"THAIS"
By Anatole France

OLYMPIC THEATRE
GRAND CONCERT
ON WEDNESDAY, SEPTEMBER 10th.
AMELIA SILVESTRI,
(Dramatic Soprano.)
Celebrated Italian Primadonna who had the honour of Singing before the Queen of Italy and King of England.
Mlle ROSA FILOCAMO,
(Coloratura Soprano).
Aged 15 Years: most celebrated artiste in the world for her age.
SIGNORE D. F. AMELIAS
Mandolinist Virtuoso.
Mlle MARIA FILOCAMO,
Mezzo Soprano.
PROGRAMME

1st PART	2nd PART
1. Nocturne Ap. 65 No. 1 ..... V. Grodsky	8. Barcarolle—Contes d'Hoffman Offenbach
2. Pique-Dame (Lisa and pauline... P. Tschaikowsky	9. "Regarde Quelle Lune Blanche" F. Campana
Duet: Rosa and Maria Filocamo	Duett: Rosa and Maria Filocamo
3. L'ebrea (Romanza Di Rachele) ..... F. Halevy	10. La Suicide—Aria La "Gioconda".... Ponchielli
4. Solo Di Butterfly (Un Bel Di Vedremo) ..... Puccini	11. Pallide Mammole (Romanza)
AMELIA SILVESTRI	AMELIA SILVESTRI
5. Nouvelle Fantaisie "Faust" de Ch. Gounod	12. "Rhapsodie" Hongroise No. 2 Liszt
Pour violon avec accompagnement de piano par Sarasate	a/ ANDANTE MESTO
a/ MODERATO	b/ VIVACE
b/ ALLEGRO MAESTOSO	D. F. AMELIAS
c/ VALSE	13. "Pique Dame" (Aria di Lisa) Tschaikowsky
D. F. AMELIAS	14. "Faust" Aria Gounod
6. Priere La Tosca ..... Puccini	ROSA FILOCAMO
7. Scene and Aria "Traviata" Verde	
ROSA FILOCAMO	

Admission: $3.00, $2.00. Booking at Messrs. Moutrie's.

APOLLO THEATRE TOMORROW, September 8th, 9th and 10th
PATHE PRESENTS
BRYANT WASHBURN
in
"TWENTY-ONE"
FIVE PARTS COMEDY
A thread of romance is attractively woven into the cleverly developed story.
It is a light comedy of the higher grade that will amuse everyone.
PATHE'S AMERICAN GAZETTE.
"SHE NEEDED A DOCTOR"
It is a dandy little comedy with tons of good fun

Matinee, Today 3.30 p.m.	Tonight 9.15
"THE NINETY-AND-NINE"	"Madame and Her Godson"
5 Parts Drama	5 Parts Farcical-Comedy

THE NEW WORLD
BELL'S HIPPODROME CIRCUS
First Change of Programme
On Thursday, 4th September, 1919
NEW — AERIAL ACTS, ACROBATS, RIDING, DANCING, CLOWNS, etc., etc.
See Our Intelligent Trained Horses.
Also our Performing Animals for the First Time in Shanghai
ELEPHANT, LION, BEAR.
TWO PERFORMANCES DAILY
Matinee at 5.00 p.m. Evening 9.30 p.m.
PRICES OF ADMISSION: $1.20; 80 cts. and 50 cts. Special Prices for Matinees. Children under twelve half-price.
Admission to New World Building extra charge of 10 cts.
25246

"Nothing Succeeds Like Success"
THE TROCADERO
No. 14 Astor Road 'Phone North 1469
Good Things to Eat and Drink
Among our regular patrons are several of Shanghai's foremost physicians.
"NUFF SED"

-:- GENERAL SHIPPING NEWS -:-

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Kiangyung**, Captain W. McIlwain, will leave on Sunday night. For Freight or Passage apply to C.M. S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Chungking**, Captain J. Meathrel, will leave on **Sunday, September 7**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Indo-China S. N. Co.'s Steamer **Kutwo**, 2,[illegible] Tons, Captain Gibb, will sail for the above-mentioned ports from Hunts Wharf on **Monday, September 8**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 250 Freight. Tel. C. 240 Passage.

HANKOW & PORTS.—The Str. **Kiangwah**, Captain John McArthur, will leave on Monday night. For Freight or Passage apply to C.M. S.N. Co.

HANKOW & PORTS.—The Co.'s Str. **Yohyang Maru** Captain Y. Ikeda, will be despatched from N.K.K. Pootung Wharf on **Monday, September 8**, at about 12 o'clock (Midnight). For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No 5 The Bund.

HANKOW & PORTS.—The Indo-China S. N. Co.'s **S.S. Wingsang**, 2,339 Tons, Capt. Christie, will sail for the above mentioned ports from Hunts Wharf on **Tuesday, September 9**, about Midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 250 Freight. Tel. C 240 Passage.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Captain Newcomb, will leave from the French Bund on **Wednesday, Sept. 10**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Steamer **Siangyang Maru**, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on **Wednesday, September 10**, at about 12 o'clock midnight. For Freight & Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China S. N. Co.'s **S.S. Hwah Lee**, (chartered) 1,151 Tons, Capt. Lee, will sail for the above-mentioned ports from Hunt's Wharf on **Thursday, September 11**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250. Passage Tel. C. 240.

HANKOW & PORTS.—The Co.'s Steamer Tachang Maru, Captain Y. Taniguchi, will be despatched from N.K.K. Pootung Wharf on **Thursday, September 11**, at about 12 o'clock midnight. For Freight and Passage, apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin** Captain H. A. Wavell, will leave from the French Bund on **Thursday, September 11**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s **S.S. Loongwo**, 3,925 Tons, Captain Findeison, will sail for the above-mentioned ports from Hunt's Wharf on **Friday, September 12**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Kiukiang**, Captain J. Peacock, will leave on **Friday, September 12**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

For Southern Ports

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Steamer **Kohoku Maru**, Captain N. Tsubaki, will be despatched from the Co.'s Yangtszepoo wharf on **September 8**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kashia at ——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234.

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Scott R. N. R., will leave from the French on Monday, **September 8**, at 5:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

FOOCHOW.—The Str. **Haean**, Captain A. C. Newburgh, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

AMOY & SWATOW.—The Str. **Tungwah**, Captain J. Y. Newfery, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The Str. **Kiangteen**, Captain D. D. Ross, will leave on Tuesday afternoon at 4 p.m. For Freight or Passage, apply to C.M. S.N. Co.

AMOY & SWATOW.—The China Navigation Co.'s Steamer **Wenchow**, Capt. A. V. Harrison, will leave on **Tuesday, September 9**, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Suiyang**, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Tuesday, September 11, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sinkiang**, Captain G. W. Eedy, will leave from the French Bund direct for the above ports on Thursday, September 11, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. **Chicago Maru**, Captain S. Yamane, will be despatched from the Co.'s Yangtszepoo wharf on **September 10**, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

For Northern Ports

NEWCHWANG.—The Str. **Irene** Captain C. Nulsen, will leave on **Sunday** morning. For Freight or Passage apply to C.M.S.N. Co.

CHEFOO & TIENTSIN.—The Str. **Hsinkong**, Captain C. Sundie, will leave on **Sunday** morning. For Freight or Passage apply to C.M.S.N. Co.

ANTUNG.—The China Navigation Co.'s Steamer **Wuhu**, Captain E. Partridge, will leave on **Sunday, September 7**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

DALNY.—The China Navigation Co's. Steamer **Ningpo**, Captain W. J. Breer, will leave on **Sunday, September 7**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shuntien**, Captain Northcombe, will leave from the French Bund on **Tuesday, September 9**, at 3 p.m. For Freight or Passage, apply, to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN DIRECT.—The Kailan Mining Administration, will despatch the following Steamer **Kwangping**, on **Sept. 9**. For Freight or passage, apply to Agent, No. 1 Jinkee Road, Tel. Central 1215.

CHEFOO & NEWCHWANG.—The Str. **Kungping**, Captain Y. Shepperd, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

TSINGTAO.—The China Navigation Co.'s Steamer **Chenan**, Captain H. E. Laver, will leave on Tuesday, September 9, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHINWNAGTAO DIRECT.—The Kailan Mining Administration, will despatch the following steamer S.S. **Kaiping** on **Sept. 9**. For Freight or Passage, apply to Agent, 1 Jinkee Road. Tel. Central 1115.

TIENTSIN & DAIREN via TSINGTAU.—The Steamer **Keelung Maru**, Captain J. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on **September 9**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shengking**, Captain K. E. Tuebben, will leave from the French Bund on **Thursday, Sept. 11**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN.—The China Navigation Co.'s Steamer **Chengtu**, Capt. C. H. Peunefather, will leave on **Friday, Sept. 12**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

List of Vessels Loading For Foreign Ports Will Be Found on Page 27

P. & O., British India and Apcar Lines

(Companies incorporated in England)

FOR MARSEILLES AND LONDON
via HONGKONG, STRAITS, CEYLON, EGYPT
S.S. "KHIVA" leaving about 23rd October

FOR BOMBAY via STRAITS AND COLOMBO

FOR CALCUTTA via JAPAN
S.S. "JAPAN" leaving about 23rd September

P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Wireless Telegraphy fitted on all steamers.
All cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be altered or cancelled without notice.
For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.
AGENTS
24 The Bund, Shanghai
Telephones: Central 169 & 2069

C P O S

TRANS. ATLANTIC TRANS. PACIFIC

PROPOSED SAILINGS
Shanghai to Vancouver

Empress of Asia	Oct. 4	Empress of Russia	Nov. 1
Empress of Japan	Oct. 19	Empress of Asia	Nov. 29
Monteagle	Oct. 27	Empress of Japan	Dec. 14

Shanghai to Manila and Hongkong		Shanghai to Hongkong direct	
Empress of Asia	Sept. 19	Empress of Japan	Oct. 7
Empress of Russia	Oct. 17	Monteagle	Oct. 8
Empress of Asia	Nov. 14		

DOMINION EXPRESS
TRAVELERS' CHEQUES SOLD.
Correspondents Throughout the World.

For Bills of Lading, Freight Rates, etc. apply to:
P. A. COX, Agent
Cor. Peking and Yuen Ming Yuen Roads, Shanghai.
Tel: Central 181

For Reservations and Passage Tickets, etc. apply to:
A. H. TESSIER
Passenger Agent.
Palace Hotel, 19 The Bund, Shanghai.
Tel: Central 182

CANADIAN PACIFIC OCEAN SERVICES

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.
The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.
Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.
Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.
Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO—S.S. Hsin Peking.—Sailing from the French Bund.
Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.
The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE
Freight: Telephone Central 77. Agents, 21-22 French Bund.
Passage: Telephone Central 401.

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.
Under Mail Contract with the Imperial Japanese Government
(Subject to Alteration)
SAILINGS FROM SHANGHAI

FOR LONDON (Via Hongkong, Singapore, Colombo, Portsaid, Antwerp and Rotterdam.

	Tons	Capt.		
*ALASKA MARU	18,000	S. Ogawa,	Sept. 17	Sept. 20

FOR GENOA and MARSEILLES.

	Tons	Capt.	Arrive	Leave.
*JAVA MARU	15,000	J. Furimura,	Sept. 23	Sept. 28

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
*MANILA MARU	18,000	S. Kobayashi,	Oct. 19	Oct. 20
*ARABIA MARU	18,000	T. Saito,	Oct. 24	Oct. 25

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CHICAGO MARU	12,000	S. Yamane,	Sept. 18	Sept. 19

FOR NORTH CHINA PORTS (Tientsin and Dairen).

	Tons	Capt.	Arrive	Leave.
KEELUNG MARU	3,000	Y. Fukami,	Sept. 8	Sept. 9

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU	5,000	N. Tsubaki,	Sept. 7	Sept. 8

*Fully booked for passage.
The Company also runs numerous steamers from Japan to South America, South Africa, Austria, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

O.S.K. Yangtszepoo Wharf, Wayside
Tel. Nos. East 208 and 209
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
Tel. Address: SHOSEN, Shanghai. Tel. Nos. C. 4233, 4234 and 4235.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS PACIFIC FREIGHT SERVICE
The following United States Shipping Board Steamers will be dispatched for

SEATTLE

S.S. "EDMORE"	About	SEPT. 18th
S.S. "CITY OF SPOKANE"	"	OCT. 9th
S.S. "SEATTLE SPIRIT"	"	NOV. 13th

PORTLAND

S.S. "WABAN"	About	OCT. 30th
S.S. "WEST MUNHAM"	"	DEC. 4th

Through Bills of Lading issued to all United States and Canadian Overland Points.
APPLY FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE
53 SZECHUEN ROAD.
JOHN J. GORMAN, GENERAL AGENT. FRED C. CHARMAN AGENT.
Telegraphic Address—ADMIRALINE.

JAMES MAGILL & CO.
Cargo delivered at any Address in Shanghai.
Furniture and Cargos Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

PACIFIC MAIL S.S. CO

AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
"ECUADOR" VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Venezuela	Sept. 13	S.S. Ecuador	Sept. 20
S.S. Ecuador	Oct. 11	S.S. Colombia	Oct. 18
S.S. Colombia	Nov. 8	S.S. Venezuela	Nov. 15

CARGO STEAMERS
"West Conob" "West Vaca" "Archer"
"West Sequana" "West Inskip"
Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

EAST INDIA, SERVICE
"COLUSA" "SANTA CRUZ"
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo		For San Francisco via Honolulu	
S.S. Colusa	Middle Oct.	S.S. Santa Cruz	Middle Oct.

PANAMA SERVICE
Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA
Safety and comfort of passengers our first consideration. For information of freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"

T. K. K.

SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)
Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.
FOR SAN FRANCISCO

TENYO MARU	Oct. 6, 1919
SHINYO MARU	Oct. 31

FOR HONGKONG

TENYO MARU	Sept. 22, 1919

All steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.
Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.
Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.
T. N. ALEXANDER, Manager,
North China Insurance Co.'s Buildings.
Telephone No. 3229. Entrance 71 Szechuen Road.

STRUTHERS AND DIXON, INC.

HEAD OFFICE, SAN FRANCISCO, U.S.A.
BRANCH OFFICES, Seattle, U.S.A.; Shanghai, China; Manila, P.I.; Kobe, Japan and Agencies throughout the world.
Operating the following Far Eastern services for account of the United States Shipping Board:
U.S.A. PACIFIC COAST—JAPAN, CHINA, AND PHILIPPINES.

S.S. WEST HENSHAW	S.S. STANLEY
8,800 tons	9,600 tons
in port	due Shanghai Oct. 1.

also
S.S. "WEST CACTUS," "WEST CAJOOT," "WEST HELIX"
S.S. "WESTERN GLEN," "WEST IRIS," "WEST CADDO,"
"DUEL" and "ELKRIDGE"
arrivals to be announced later.
Above steamers will call at Shanghai, homeward bound, when sufficient inducement offers.
Through rates quoted and through B/L's issued to all overland points in U.S. and Canada.
SHANGHAI OFFICE: No. 7 JINKEE ROAD.
Tel. No. Central 2557.
L. EVERETT, Vice-President J. S. EMENS, Agent.

CHINA MAIL S.S. CO., LTD.

THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND "CHINA" (10,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "CHINA"	SEP.	14th
S.S. "NILE"	CT.	4th
*S.S. "NANKING"	NOV.	4th

*S.S. "NANKING" does not call at NAGASAKI
FOR HONGKONG DIRECT
S.S. "NANKING" ..... OCTOBER 21st
For further information regarding passenger fares, sailings, freight rates, etc., apply to
J. P. WILLIAMS, AGENT.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, Marseilles and England:

	Tons		
IYO MARU	12,500	Capt. S. Murazumo,	Sept. 15
ATSUTA MARU	16,000	Capt. K. Inatsu	Sept. 29

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

FUSHIMI MARU	22,000	Capt. T. Irisawa,	Sept. 24
KATORI MARU	19,000	Capt. E. Tozawa,	Oct. 23

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU	7,000	Capt. Y. Nakajima,	Sept. 13
KASUGA MARU	7,006	Capt. T. Takahashi,	Sept. 23

SHANGHAI, NAGASAKI and KOBE

CHIKUGO MARU	6,500	Capt. N. Narui,	Sept. 10

MOJI, KOBE AND OSAKA LINE

TAKESHIMA MARU	4,500	Capt. D. Awoshima,	Sept. 10
YAWATA MARU	7,000	Capt. M. Nojiri,	Sept. 13
OMI MARU	7,000	Capt. H. Yamamoto,	Sept. 17
KUMANO MARU	9,500	Capt. T. Sasaki,	Sept. 20

FOR JAPAN

KAGA MARU	12,500	Capt. N. Segawa,	Sept. 22

FOR HONGKONG

KATORI MARU	19,000	Capt. E. Tozawa,	Sept. 29

FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	Capt. T. Irisawa,	Sept. 8

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila):

TANGO MARU	14,000	Capt. M. Nishimura,	Sept. 24
NIKKO MARU	10,000	Capt. G. Yamazaki,	Oct. 22
AKI MARU	12,500	Capt. S. Shibata,	Nov. 19

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 8.		Miles	Peking-Mukden Line			Mail 4.
20.25	8 35		0	dep.	Peking	arr.	
23.45	11.12			arr.	Tientsin-Central	dep.	19 50
23.50	11.17			dep.	Tientsin-Central	arr.	17.00
24 00	11.25		84	arr.	Tientsin-East	dep.	16.33
19 25			524	arr.	Mukden	dep.	16.45

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line			Exp. 2.	Mail 4.	Local 6.
6 45	9.45	11.30	0	dep.	Tientsin-East	arr.	17.05	15.45	2 .15
6 55	9.55	11.40	2.71	arr.	Tientsin-Central	dep.	16 55	18.55	20.05
13.02	16.00	15.30	73	dep.	Tientsin-Central	arr.	16 31	15 20	19.45
16 40	19.20	18.08	148	dep.	Tsangchow	dep.	13 05	11.28	15.28
19 57	22.12	20.21	—	dep.	Pechow	dep.	10.39	8.47	11 56
7.	:		220	arr.	Tsinanfu	dep.	8.06	6 00	8.80
6.00	22 25	20.31	—		:				8.
9.27	1.00	22.31	266	dep.	Tsinanfu	arr.	7.56	5.40	19.02
12.27	3.47	0 38		arr.	Tsinanfu	dep.	6.01	3.25	16.24
12.47	4.02	0.49	318	dep.	Yenchowfu	dep.	3 49	0 40	13.00
16.30	6.55	3.16	377	arr.	Yenchowfu	arr.	3.39	0.02	12 48
19.02	8.45	4.50	—	dep.	Linchang	dep.	1.20	21.24	9.26
9.	:		420	arr.	Hsuchowfu	dep.	23.36	19.20	5.30
5.40	9.00	4 57	—		:				10.
11 26	13.02	8.38		dep.	Hsuchowfu	arr.	23 29	19.00	20.50
11.51	13 20	8.40	523	arr.	Pengpu	dep.	19.53	14 55	15.20
18.27	17.34	11.52	600	dep.	Pengpu	arr.	19 46	14.35	14.09
20.08	18.55	13.00	631	dep.	Chuchow	dep.	16.48	10.50	8.17
				arr.	Pukow	dep.	15.30	9 20	6.40

N. Exp.	Exp.			Shanghai-Nanking Line			Exp.	N. Exp.
23.00	14.20	0		dep.	Nanking-Ferry	arr.	14.15	6.50
7.00	21.00	193		arr.	Shanghai-North	dep	7.55	23.00

Yenchowfu-Tsiningchow Branch Line				Linchang-Tsochwang Branch Line						
13.10	4.10	d. Yenchowfu a.	12.08	23.53	21.30	16.40	9.30	d. Linchang a.	6 28	15 50	21.00
14.03	5.05	a. Tsiningchow d.	11.15	23.00	22.40	17.50	10.40	a. Tsochwang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order
THE TRAFFIC MANAGER.
Tientsin, March, 1919.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before 5 p.m. on Friday

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, SEPTEMBER 7, 1919

Date and Destination	Per	Chl.	Br.	USA	Rus.	Jap.	Reg.
Today.							
River Ports	Train & Str.	22.00	..	..	..	..	..
Japan, via Kobe	Shidzuoka M.	12.30	..	..	..	..	22.00
Japan & America via Kobe	do	..	..	..	..	..	12.00
Tomorrow.						13.00	12.30
Swatow, Hongkong & Canton	Choysang	22.00	..	..	..	..	..
Swatow and Hongkong	do	..	17.00	..	..	..	22.00
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	..
River Ports	Train & Str.	22.00	..	..	..	..	17.00
Dairy	Kobe Maru	8.30	..	..	..	..	22.00
Chefoo	Esang	11.00	..	..	..	..	8.00
Chefoo and Tientsin	do	..	11.00	..	..	..	10.30
Chefoo	Kungping	22.00	..	..	..	..	..
Foochow	Haean	22.00	..	..	..	..	22.00
Amoy and Swatow	Tungwah	22.00	..	..	..	..	22.00
Manila direct	Fushimi M.	13.00	..	..	..	..	22.00
Manila and Hongkong	do	..	13.00	..	..	..	12.30
do	Fushimi M.	..	..	..	..	13.30	13.00
Vladivostock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train						
Ningpo	Hsin Peking	..	15.00	..	17.00	..	17.00
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, September 9		..	17.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	..
River Ports	Train & Str.	22.00	..	..	..	..	17.00
Weihaiwei and Chefoo	Shengking	14.00	..	..	..	..	22.00
Weihaiwei, Chefoo & Tientsin	do	..	14.00	..	..	..	13.30
Amoy, Hongkong & Canton	Suiyang	10.00	..	..	..	..	..
Amoy and Hongkong	Suiyang	..	10.00	..	..	..	9.30
Australia, via Hongkong	do	..	10.00	..	..	..	..
Wednesday, September 10							
Vladivostok	Simbirsk	..	14.00	..	..	..	..
Weihaiwei and Chefoo	Kingsing	11.00	..	..	..	..	13.30
Japan Ports	Simbirsk	14.00	..	..	..	..	10.30
Japan Ports	Chikugo Maru	19.00	..	..	..	..	13.30
Japan Ports	T'shima Maru	19.00	..	..	..	..	18.30
N'saki, Kobe, Y'hama, Canada, U.S.A. and Europe via Canada or U.S.A.	do						18.30
Weihaiwei, Chefoo & Tientsin	Kingsing	..	17.00	..	..	..	..
Thursday, September 11.		..	11.00	..	..	..	17.00
Weihaiwei and Chefoo	Shuntien	9.00	..	..	..	..	10.30
Weihaiwei, Chefoo & Tientsin	Shuntien	..	9.00	..	..	..	..
Hongkong and Canton	Sinkiang	9.00	..	..	..	..	8.30
Hongkong	do	..	9.00	..	..	..	..
							8.30

*Connects with s.s. Empress of Russia at Yokohama.
†Parcels only.
A Parcels at 3 p.m.
B Letters and boxes with declared value 7.30; parcel post 5 p.m.
E Registered articles and money orders 4 p.m. on previous day.

The Chinese Post office will close two mails daily for Tsingtao, Tientsin, Peking, etc.
a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train
Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW			Snipe	
W.T.W.			Nightingale	Br. gun-boat
B N B	June 19		Kinsha	Br. gun-boat
O D W	July 15		Woodlark	Br. gun-boat
1 C.			Novaki	Br. gun-boat
Y.P.D.W.	July 26		Monocacy	Jap destroyer
1 C.	Aug. 18		Wilmington	Am. gun-boat
P. & O.B.I.	Aug. 27		Cadmus	Am. gun-boat
B III	Sep. 4		Colombo	Br. gun-boat
2 C.	Sep. 4		Villalobos	Br. Cruiser
				Am. gun-boat

Shipping Items

The I.-C. s.s. Wingsang left Hankow for Shanghai on Thursday.

The C.M. s.s. Hsinfung left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Yohyang Maru left Hankow for Shanghai on Thursday.

The C. N. s.s. Poyang left Hankow for Shanghai on Thursday.

The M.M. s.s. Porthos will be despatched for Marseilles via Hongkong, Haiphong, Saigon, Singapore, Colombo, Djibouti and Portsaid on September 27.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The C.N. s.s. Woosung left Hankow for Shanghai yesterday.

The N.K.K. s.s. Tachang Maru left Hankow for Shanghai yesterday.

The I.-C. s.s. Hwahlee (chartered) will leave Hankow for Shanghai today.

The C.N. s.s. Ngankin will leave Hankow for Shanghai today.

The I.-C. s.s. Kingsing is due in Shanghai from Tientsin, Chefoo & Weihaiwei today.

The I.-C. s.s. Yusang is due in Shanghai from Tientsin and Chefoo on Tuesday.

The P. & O. s.s. Dilwara left Bombay for Colombo, Singapore, Hongkong and Shanghai on September 1 and is due in Shanghai on September 21.

The P. & O. s.s. Nagoya arrived in Shanghai from Japan on Friday morning and will sail for London and ports at daylight today.

The N.Y.K. s.s. Fushimi Maru left Nagasaki for Shanghai on Friday and may be expected to arrive today. The Fushimi sails for Manila tomorrow.

The N.Y.K. s.s. Takeshima Maru left Moji for Shanghai on Friday and may be expected to arrive today.

The N.Y.K. s.s. Chikugo Maru left Nagasaki yesterday and is due in Shanghai tomorrow.

The C.P.O.S. s.s. Empress of Russia left Hongkong on Thursday and is due at Kobe on Wednesday, September 10.

The S.M.R. s.s. Kobe Maru arrived in Shanghai from Dairen this morning and will sail for the same port via Tsingtau on Monday. The tender with passengers will leave the Customs at 9:30 a.m.

The R.V.F. s.s. Simbirsk is due in Shanghai from Vladivostok and Nagasaki tomorrow morning and will sail for Vladivostok direct on Wednesday. The tender with passengers and mails will leave the Customs Jetty at 3 o'clock the same afternoon.

The I.-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Tafoo Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Hwahta will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai on Tuesday.

The N.Y.K. s.s. Shidzuoka Maru was expected to arrive in Shanghai from London and ports last evening and will sail for Kobe early Monday morning.

The N.Y.K. s.s. Yamashiro Maru will leave Nagasaki tomorrow and is due in Shanghai on Wednesday.

The I.-C. s.s. Hangsang is due in Shanghai from Hongkong and Swatow on Wednesday.

The Blue Funnel s.s. Elpenor, from New York, left Hongkong for Shanghai on Friday.

Vessels Loading

For Foreign Ports

LONDON, via BOTTERDAM.—The Str. Alaska M., Capt. S. Ogawa, will be despatched from the Co.'s No. 9 Buoy on **September 20.** For Freight please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. No. 4234 & 4235.

GENOA & MARSEILLES.—The Steamer **Java Maru,** Captain J. Furimura, will be despatched from Shanghai on **September 28.** For Freight please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. Central No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The O.S.K. Str. **Manila Maru,** Capt. S. Kobayashi, will be despatched on **October 20.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The O.S.K. Str. **Arabia Maru,** Captain T. Saito, will be despatched on **October 25.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. No. 4234 & 4235.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
———	—	San Francisco	West Conab	Am.	P.M.S.S. Co.
———	—	Seattle	Western Knight	Am.	R. D. Co.
———	—	Seattle	Eldridge	Am.	R. D. Co.
Sep. 11	—	Vancouver	Methven	Br.	C.P.O.S.
Sep. 12	—	San Francisco	West Vaca	Am.	P.M.S.S. Co.
Sep. 13	—	San Francisco	Venezuela	Am.	P.M.S.S. Co.
Sept. 14	—	San Francisco	China	Chi.	C.M.S.N. Co.
Sep. 17	—	Vancouver	Harold Dollar	Br.	R. D. & Co.
Sep. 18	—	New York	Bolton Castle	Br.	D. & Co.
Sep. 18	—	San Francisco	[illegible]ncred	Am.	R. D. Co.
Sep. 18	—	Seattle	[illegible]	Am.	A. Line
Sep. 24	—	Seattle, etc.	[illegible]	Jap.	N. Y. K.
Oct. 4	—	San Francisco	[illegible]		C.M.S.S. Co.
Oct. 4	—	Vancouver	[illegible]		C.P.O.S.
[illegible]		[illegible]	[illegible]		
[illegible]		[illegible]	[illegible]		
[illegible]		[illegible]	[illegible]	

Business and Official Notices

L. MOORE & Co. LIMITED

ESTABLISHED 1874

AUCTIONEERS : VALUERS : LAND BROKERS
48 KIANGSE ROAD SHANGHAI

AUCTION INDEX

TUESDAY, September 9th.—Furniture and Sundries in Salesroom.

WEDNESDAY, September 10th.—Sundry Sound and Damaged Cargo at 2.30 p.m.

MONDAY, September 15th—Superior Furniture and Effects at 168 North Szechuen Road Extension.

TUESDAY, September 23rd.—Superior Household Furniture and Effects at No. 64 Route Doumer.

SATURDAY, September 27th.—A Rare and Valuable Collection of Postage Stamps in lots to suit advanced collectors.

MONDAY, September 29th.—At 462 Avenue Joffre, Superior Household Furniture, etc.

BARBOUR'S
LINEN THREADS
TWINES AND NETS
For Prices
Apply to your Import Merchant

Ladies' Hats

for Autumn and Winter

"High quality and low prices"

is our motto.

3,500 Samples

of Winter Underwear and Knitted Goods

Truly, here is a real variety to pick from at values that will open your eyes.

I. CANTOROVITCH

23 Nanking Road

25267

A PICTURE

Over 1,000 years old, Tong period (唐), value $100,000. The only one in existence. For inspection, etc., please apply to Sze Yuen Ming, 12 Bubbling Well Road.

25264

THE NATURAL MILK FOOD

LACTOGEN

FOR Children and Invalids

For Infants.—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

For Invalids.—Lactogen is so pure, so nourishing, and so easily digested that it always gives satisfaction.

For Growing Boys and Girls.—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ½lb., 1 lb. and 3 lbs. tins.

Geddes & Co., Ltd.

Agents.

Tel. C. 346 5 Peking Road.

MANUFACTURERS EXPORTERS IMPORTERS

We are in a position, through our reliable connections throughout the United States to guarantee the absolute top-prices for any goods you may desire to ship. We also purchase and ship American goods of all description, and in any quantity desired, at manufacturers rock-bottom quotations.

We shall, at all times, be glad to give you detailed reports of the possibilities of import and export in any particular line of goods.

If you are desirous of taking advantage of the new and unprecedented trade conditions which the American Market offers you today, you should communicate with

L. A. NIELSEN CO.

Commercial Brokers

1742 Bush Street, San Francisco. California, U. S. A.

Cable Address "NILWES."

24890

Bureau of Liquidation of the Deutsch Asiatische Bank, Shanghai

The offices of above have been removed to the Hongkong and Shanghai Bank, No. 12 Bund.

A. G. STEPHEN,
Liquidator.

Shanghai, 6th September, 1919.

25273

NOTICE

We hereby notify the public that Mr. H. M. WOOD is no longer with this organization, and we acknowledge no responsibility for his accounts or signatures on Contracts.

NOTICE

We hereby notify the public that Mr. J. M. TOMLIN is no longer with this organization.

THOMAS W. SIMMONS & CO.,
10 The Bund.

25182

Amusement Advertising will be found on Page 25

...y to U.M.S.N. Co.

TSINGTAO.—The China Navi... tion Co.'s Steamer Chenan, C... tain H. E. Laver, will leave ... Tuesday, September 9, at 11 a... For Freight or Passage, apply ... BUTTERFIELD & SWIRE, Agen... French Bund. Freight Tel. No. 7... Passage Tel. No. 401.

CHINWNAGTAO DIRECT.—T... Kailan Mining Administration, wi... despatch the following steamer S.S... Kaiping on Sept. 9. For Freig... or Passage, apply to Agent, 1 Jin... kee Road. Tel. Central 1115.

TIENTSIN & DAIREN vi... TSINGTAU.—The Steamer Keelun... Maru, Captain J. Fukami, will b... despatched from the Co.'s Yan... tszepoo Wharf on September ... at ——— The steam-launch c... veying passengers on board ... leave the jetty in front of ... Nisshin Kisen Kaisha at ——— ... For Freight a... apply to ...

Business Men's Lunch at Sullivan's Candy Store

every day (excepting Sunday)

11.30 a.m. until 2 p.m.

Price 60 cts.

Municipal Notification

No. 2649.

Municipal Investment Bank.

WITH a view to the provision of facilities for accumulating savings for periodical investment in Municipal Debentures, the Council has sanctioned the establishment of a Municipal Investment Bank.

Deposits will be accepted by the Bank during the first five days of each month and will be converted twice yearly into Municipal Debentures. Pending their conversion interest will be allowed at the rate from time to time advertised.

The rules governing deposits are as follows:—

1.—Deposits may be for any amount in Taels or Dollars local currency. Dollar deposits will be converted into Taels at the rate of the day on which they are received.

2.—Deposits will be received at the Finance Department of the Council, 24s Kiangse Road, from the first to the fifth day inclusive of each month.

3.—Each depositor will be supplied with a Pass Book in which will be entered details of the amounts deposited. The Pass Book must accompany each deposit.

4.—Interest at a rate to be advertised from time to time will be credited the accounts of depositors half-yearly, on March 5 and September 5, and will be calculated on the amounts at credit of depositors' accounts on the fifth day of each month.

5.—On March 5 and September 5 debentures in the current Municipal Silver Loan (in denominations of Tls. 100 or multiples of Tls. 100) will be allotted depositors to the maximum amount permitted by each depositor's account. Accounts will be debited with the allotments calculated at the price at which the Council is issuing debentures at the date of the allotment. Any balances remaining at credit of accounts will be carried forward.

6.—The deposits will not be subject to withdrawal, except in the following cases:—

(a) On the death of a depositor the amount at credit of the account, with interest, will be paid on application by the legal personal representative.

(b) Should the Council at any time decline to receive further deposits, any balances remaining at the credit of accounts, after the allotment of debentures provided for under Rule 5 has been made, will be repaid to depositors forthwith.

(c) Subject to giving 3 clear day's notice of his intention, a depositor may close his account at any time, whereupon an allotment of debentures as provided for under Rule 5 will be made, and the balance remaining at his credit refunded. No interest will be allowed on such accounts except such as may have been already credited under Rule 4.

The first interest period will be from September 5, 1919, to March 5, 1920, during which interest at the rate of six per cent. per annum (calculated as provided for under Rule 4) will be allowed on deposits.

By order,
E. S. B. ROWE,
Assistant Secretary.

Council Room,
Shanghai, September 2, 1919.

25197

Business and Official Notices are Continued on Page 23

FOR BRITISH AND AMERICAN

METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

W. Z. ZEE & SONS

BROADWAY-SHANGHAI PHONE: NORTH 1468

"COLUMBIA"

Typewriter Ribbons and Carbons

Rainbow, standard weight, manifold	4	copies
Kohinoor, light weight,	8	,,
Rattlesnake, superior,	12	,,

From $2.50 per box (100 sheets)

Special price in 10 box lots and coupon books

Typewriter Ribbons (all makes) $1.50

Special price in dozen lots and coupon books

THE OFFICE APPLIANCE CO.

Phone: Central 4778 — SPECIALISTS IN OFFICE EQUIPMENT — 22 Nanking Road, Shanghai — Cable Add.: Mackbauck

Motor-Cyclists—

Know Your Speed

A STEWART SPEEDOMETRE

will increase the joy of motor-cycling. You can know at a glance just how fast you are riding.

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

PASSAGE FOR SALE

I have first-class for two from Hongkong to Vancouver per "Empress of Asia" sailing Shanghai October 4th, will exchange passage for two to London or Marseilles.

Apply to Box 374, THE CHINA PRESS.

25245

HOUSES TO LET

TO LET, from 15th inst., with board, in Western district, private family, a nicely furnished flat of large bed and sitting rooms, with large verandah opening on garden, facing south. Bathroom attached. Close to car line. Apply to Box 399, THE CHINA PRESS.

25270 S.7

TO LET, on two or three years' lease, five-roomed unfurnished house, from November first. Has two modern bathrooms, garage and small garden. Apply to Box 357, THE CHINA PRESS.

25208

TO LET, furnished for one year, from November, small house near Wayside Park with every modern convenience; hot and cold water, flush W.C., tennis court, vegetable garden, etc. Apply to Box 384, THE CHINA PRESS.

25250 S.9

TO LET, 44 Sinza Road, excellent residence of four large and three small rooms. Apply premises or J. T. Hammond, 51 Szechuen Road.

25165

HOUSES TO LET

TO LET, No. 11 Tifeng Road, at Jessfield Road, Seven-roomed Residence, garage, stabling and tennis. Apply J. T. Hammond, No. 51 Szechuen Road.

25176

TO LET, 20 Yates Road, detached eight-roomed residence, tennis, garage, stabling. Apply premises or J. T. Hammond, 51 Szechuen Road.

25164

TO LET, No. 491 Avenue Joffre. Excellent eight-roomed Residence, Tennis, garage. For permission to inspect apply J. T. Hammond, No. 51 Szechuen Road.

25177

HOUSES WANTED

WANTED, a three or four-roomed flat in town, unfurnished, November first. Apply to Box 358, THE CHINA PRESS.

25208

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be **Prepaid**

Replies must be called for

APARTMENTS

Connaught House

8 Quinsan Gardens.

To let, with board, from Sept. 15th, one large room, facing South with bathroom and verandah attached.

Apply Mrs. G. POLLOCK.

TO LET

From September 5th, one large bedroom. Apply to Mrs. Weinstock, 15 Quinsan Gardens, Tel. North 482.

TO let from September 1st, large comfortable newly furnished rooms equally appropriate for summer and winter. All modern comforts. For particulars apply to Box 259, THE CHINA PRESS.

A VERY comfortable room, in private American family, on Bubbling Well Road. Room with bath attached, modern conveniences and all home comforts. Apply to Box 366, THE CHINA PRESS.

25275

TO LET in Muirhead Road, unfurnished flat of two rooms, with light and use of kitchen. Terms moderate. Apply to Box 392, THE CHINA PRESS.

25261 S.9

TO LET, comfortably furnished flat on tram line, near Race Course, suitable for one or two bachelors. Apply to Box 388, THE CHINA PRESS.

25255 S.9

TO LET with board, a suite of two well furnished rooms with private bath and verandah, facing private enclosure on South. If desired, full service of meals in apartment. Location Bubbling Well Road. Address THE CHINA PRESS Box No. 368, or Telephone West 1450.

25224

SITUATION VACANT

EMPLOYMENT Bureau for Stenographers, Typists, and Book-keepers (foreigners only). If you are looking for a position, or a better position, send us your name and address. If you want practice we have fitted up an office with machines for your use. No charges in connection. The Office Appliance Co., 22 Nanking Road.

25274

WANTED, stenographer (male preferred) for Peking office of large American firm. Apply to Box 382, THE CHINA PRESS.

25240 S.11

LADY'S maid wanted. One willing to give slight help with one child aged seven, amah kept; liberal salary, preference given to one willing to go to England in the spring. Apply to Box 375, THE CHINA PRESS.

25231 S.7

WANTED, competent lady stenographer. Must be American or British and have had some office experience. A good position is offered to a competent party. Apply to Box 377, THE CHINA PRESS.

25234 S.7

WANTED, a thoroughly experienced export man, capable of taking full charge of this department, with knowledge of Chinese products essential. Must have connections in Europe and America. Applications treated strictly confidential. Apply, giving references, etc. to Box 364, THE CHINA PRESS.

25217 S.10

APARTMENTS WANTED

MARRIED COUPLE require room (bathroom attached) and board, with private family, Western district or French-town preferred. Apply to Box 400, THE CHINA PRESS.

25271 S.7

WANTED, furnished room and bath, Centrally located; young man, American. Will occupy October first. Apply to Box 381, THE CHINA PRESS.

25239 S.7

WANTED by American bachelor, comfortable room with bath, in western district or French-town; without board. Apply to Box 355, THE CHINA PRESS.

25202 S.7

EDUCATIONAL

WANTED, by Russian gentleman, an English teacher. Apply to Box 394, THE CHINA PRESS.

25263 S.9

GENTLEMAN wants few private lessons in modern dancing, especially waltzing. Apply to Box 383, THE CHINA PRESS.

25244 S.7

SITUATION WANTED

POSITION as stenographer, October 1. Thorough knowledge of cabling, filing, etc. Apply to Box 401, THE CHINA PRESS.

25272 S. 13

EMPLOYMENT Bureau for Stenographers, Typists, and Book-keepers. We assist firms in filling vacancies for such positions. No charges in connection. Send particulars to The Office Appliance Co., 22 Nanking Road.

25274

AMERICAN, 30 years of age, married, desires position as import man; will leave Shanghai if necessary. Apply to Box 386, THE CHINA PRESS.

25252 S.10

EXPERIENCED lady steno-typist desires position. Apply to Box 354, THE CHINA PRESS.

25201

YOUNG MAN, with office experience, speaking several Chinese dialects fluently, has travelled extensively in the interior, seeks position. Salary no object. Please apply to Box 373, THE CHINA PRESS.

25229 S.11

Exchange and Mart

SAFETY Razor Blades sharpened. Old blades made as good as new, 50 cents a dozen single blades; 70 cents, double; Y.M.C.A. Barber Shop, 120 Szechuen Road.

25276

FOR SALE, a bungalow with garden, tennis court, etc. The land, measuring over two mows, near the Kiangwan Railway Station. Tls. 2,500. Apply to Box 398, THE CHINA PRESS.

25269 S.7

FOR SALE, lady's khaki riding suit (coat and trousers) and brown boots, new. Will accept any reasonable offer. Apply to Box 396, THE CHINA PRESS.

25266 S. 7.

FOR SALE, gentleman's khaki riding suit and brown leather puttees, new. Will accept any reasonable offer. Apply to Box 397, THE CHINA PRESS.

25266 S. 7.

FOR SALE, motor-car—"Overland" Roadster, two-seater, in perfect running order. Recently overhauled, new tires. Covered by insurance policy. Complete with spare rim and tire; tools, etc. Taels 700. Apply to Box 393, THE CHINA PRESS.

25262 S.10

FOR SALE, one .32 automatic Colt and one 7.65 Belgian automatic "Bayard," in excellent condition. Each with 150 rounds ammunition. At reasonable price. Apply to Box 391, THE CHINA PRESS.

25260 S.7

FOR SALE, houseboat, built of teakwood, well-found, fast under sail, together with sampan with outboard motor; also fast motor boat, 25 h.p., speed 15 miles, will tow houseboat comfortably at 8 miles per hour. Apply to Box 395, THE CHINA PRESS.

25265 S.7

FOR SALE, Henderson 4-cylinder motor-cycle with side-car. Apply to Box 389, THE CHINA PRESS.

25255 S.9

FOR SALE, 7-passenger, Winton, 6-cylinder touring car. Has been in private use only and is in good condition. Inspection, and demonstration invited. Apply to Box 303, THE CHINA PRESS.

25188

WANTED, Hupmobile 1913 model, two or four-seater. Reply, stating price, to Box 379, THE CHINA PRESS.

25237 S.7

FOR SALE, Saxon motor car, two seater, electric light, self starter, recharging dynamo; motor guaranteed, good condition. Owner buying larger car. Trial demonstration by appointment. Price Tls. 675. Apply to Box 372, THE CHINA PRESS.

25223 S.7

FOR SALE, eleven mow of land, located in French town, suitable for building. Will sell at sacrifice; owner leaving. Apply to Box 370, THE CHINA PRESS.

25225 S.7

WANTED, one second-hand steam engine, 15 to 30 horse power. Also 1½-2" and 2½" second-hand steam and water pipe. Apply to Box 371, THE CHINA PRESS.

25227 S.7

FOR SALE, an almost new piano, by John M. Crowley, London. Excellent condition. Price $300. Apply to Box 378, THE CHINA PRESS.

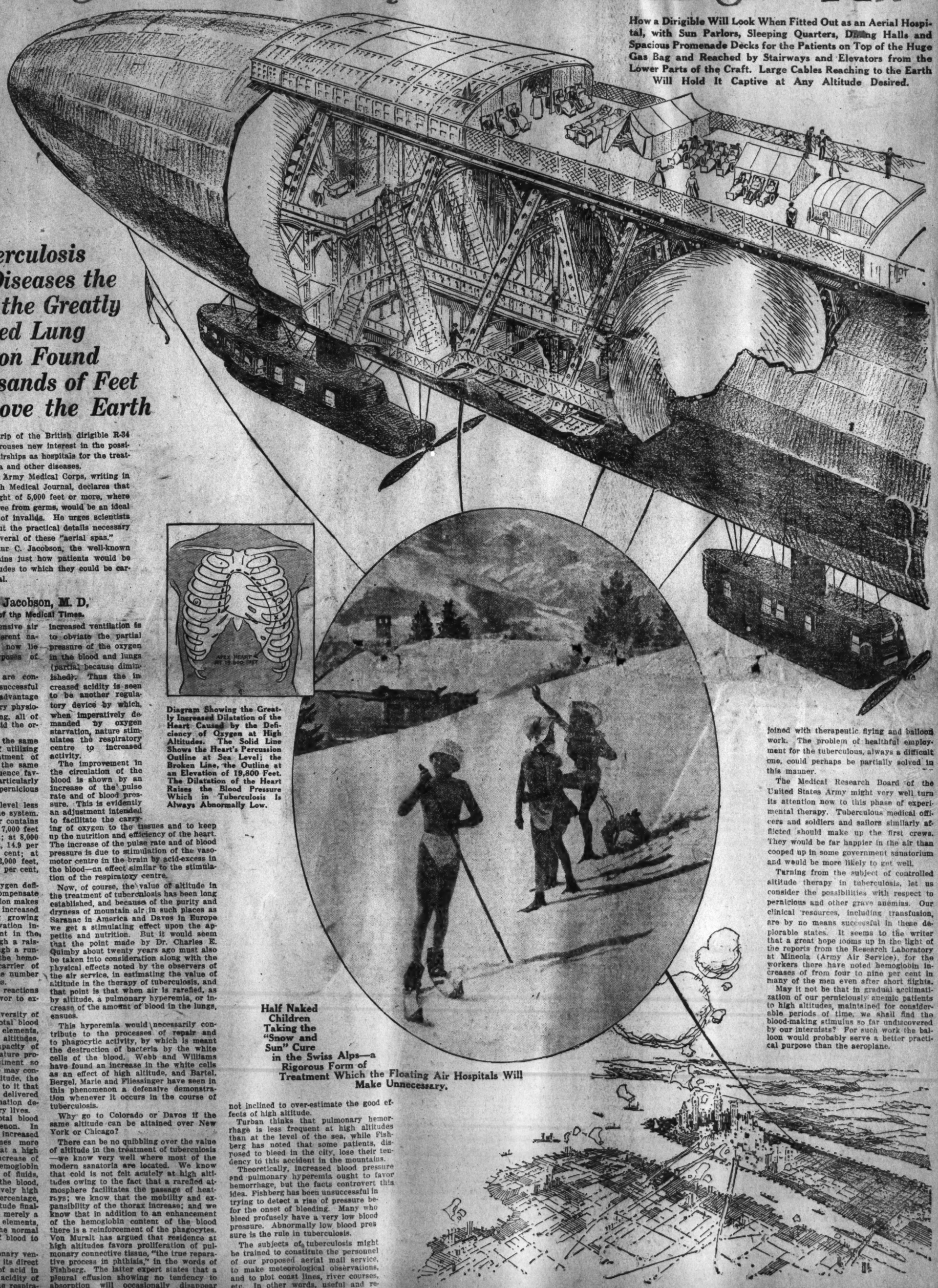
25214 S.7

FORD Town Car (Landaulette) for sale. Latest model, almost new, fitted with various extras. Just the car for the coming season. Apply to Box 323, THE CHINA PRESS.

...examined with U. S. Postal ... all short ... of ... pirits and ... have been removed.

Planning Floating Hospitals Miles High in the Air

Giant Dirigibles, Equipped with Every Comfort of a Sanitarium, to Give Sufferers from Tuberculosis and Other Diseases the Benefits of the Greatly Increased Lung Ventilation Found Thousands of Feet Above the Earth



How a Dirigible Will Look When Fitted Out as an Aerial Hospital, with Sun Parlors, Sleeping Quarters, Dining Halls and Spacious Promenade Decks for the Patients on Top of the Huge Gas Bag and Reached by Stairways and Elevators from the Lower Parts of the Craft. Large Cables Reaching to the Earth Will Hold It Captive at Any Altitude Desired.

THE successful round trip of the British dirigible R-34 across the Atlantic arouses new interest in the possibility of using huge airships as hospitals for the treatment of tuberculosis, anemia and other diseases.

An officer of the Royal Army Medical Corps, writing in a recent issue of the British Medical Journal, declares that an airship floating at a height of 5,000 feet or more, where the atmosphere is entirely free from germs, would be an ideal sanitarium for many kinds of invalids. He urges scientists to begin at once working out the practical details necessary for the establishment of several of these "aerial spas."

On this page Dr. Arthur C. Jacobson, the well-known physician and writer, explains just how patients would be benefitted by the high altitudes to which they could be carried in a floating air hospital.

By Arthur C. Jacobson, M. D,
Associate Editor of the Medical Times.

THE newly created and extensive air services of all the belligerent nations, a product of war, now lie ready for the beneficent purposes of peace.

Among those purposes, we are convinced, will be the still more successful treatment of tuberculosis, for advantage will be taken of the extraordinary physiological effects produced by flying, all of which seem well calculated to aid the organism afflicted by tuberculosis.

It has also been suggested, in the same quarter from which the idea of utilizing controlled altitude in the treatment of tuberculosis emanated, that by the same means we might be able to influence favorably the grave anemias, particularly that most baffling of diseases, pernicious anemia.

As one rises far above sea level less and less oxygen is taken into the system. At sea level our atmospheric air contains about 21 per cent of oxygen; at 7,000 feet elevation it contains 16 per cent; at 8,000 feet, 15.5 per cent; at 9,000 feet, 14.9 per cent; at 10,000 feet, 14.2 per cent; at 11,000 feet, 13.7 per cent; at 12,000 feet, 13.2 per cent; at 13,000 feet, 12.7 per cent, and at 14,000 feet, 12.2 per cent.

Now, in order to meet the oxygen deficiency, the body is obliged to compensate in some way, and this compensation makes itself manifest through a greatly increased lung ventilation, the breathing growing deeper and fuller as the elevation increases, through an improvement in the circulation in the tissues, through a raising of blood pressure, and through a running up of the percentage of the hemoglobin (coloring matter and carrier of oxygen) in the blood and of the number of red and white blood corpuscles.

Just how these remarkable reactions come about we shall now endeavor to explain.

Dr. A. W. Hewlett, of the University of Michigan, has found that the total blood volume, including all the blood elements, increases automatically at high altitudes, so that the oxygen-carrying capacity of the blood can be intensified. Nature provides for this automatic adjustment so that even though the atmosphere may contain less oxygen at a given altitude, the mechanisms of the body will see to it that as much oxygen as possible is delivered to the tissues, for upon oxygenation depend our metabolism and our very lives.

Of course, this increase in total blood volume is a nutritive phenomenon. In other words, it must follow upon increased assimilative powers. It becomes more marked the longer one resides at a high altitude. In short flights the increase of red and white blood cells and hemoglobin is believed to be due to a loss of fluids, with resulting concentration of the blood, which would give only a relatively high blood count and hemoglobin percentage, but long residence at a high altitude finally results in an absolute and not merely a relative increase in the blood elements, the red cells running up from the normal 5,000,000 per cubic millimeter of blood to as many as 8,000,000.

Regarding the increased pulmonary ventilation, Barcroft has shown that its direct cause is an increased amount of acid in the blood. Any increase in the acidity of the blood promptly stimulates the respiratory centre in the brain. The object of the increased ventilation is to obviate the partial pressure of the oxygen in the blood and lungs (partial because diminished). Thus the increased acidity is seen to be another regulatory device by which, when imperatively demanded by oxygen starvation, nature stimulates the respiratory centre to increased activity.

The improvement in the circulation of the blood is shown by an increase of the pulse rate and of blood pressure. This is evidently an adjustment intended to facilitate the carrying of oxygen to the tissues and to keep up the nutrition and efficiency of the heart. The increase of the pulse rate and of blood pressure is due to stimulation of the vasomotor centre in the brain by acid-excess in the blood—an effect similar to the stimulation of the respiratory centre.

Diagram Showing the Greatly Increased Dilatation of the Heart Caused by the Deficiency of Oxygen at High Altitudes. The Solid Line Shows the Heart's Percussion Outline at Sea Level; the Broken Line, the Outline at an Elevation of 19,800 Feet. The Dilatation of the Heart Raises the Blood Pressure Which in Tuberculosis Is Always Abnormally Low.

Now, of course, the value of altitude in the treatment of tuberculosis has been long established, and because of the purity and dryness of mountain air in such places as Saranac in America and Davos in Europe we get a stimulating effect upon the appetite and nutrition. But it would seem that the point made by Dr. Charles E. Quimby about twenty years ago must also be taken into consideration along with the physical effects noted by the observers of the air service, in estimating the value of altitude in the therapy of tuberculosis, and that point is that when air is rarefied, as by altitude, a pulmonary hyperemia, or increase of the amount of blood in the lungs, ensues.

This hyperemia would necessarily contribute to the processes of repair and to phagocytic activity, by which is meant the destruction of bacteria by the white cells of the blood. Webb and Williams have found an increase in the white cells as an effect of high altitude, and Bartel, Bergel, Marie and Fliessinger have seen in this phenomenon a defensive demonstration whenever it occurs in the course of tuberculosis.

Why go to Colorado or Davos if the same altitude can be attained over New York or Chicago?

There can be no quibbling over the value of altitude in the treatment of tuberculosis—we know very well where most of the modern sanatoria are located. We know that cold is not felt acutely at high altitudes owing to the fact that a rarefied atmosphere facilitates the passage of heat-rays; we know that the mobility and expansibility of the thorax increase; and we know that in addition to an enhancement of the hemoglobin content of the blood there is a reinforcement of the phagocytes. Von Muralt has argued that residence at high altitudes favors proliferation of pulmonary connective tissue, "the true reparative process in phthisis," in the words of Fishberg. The latter expert states that a pleural effusion showing no tendency to absorption will occasionally disappear after a stay in the mountains, and he is not inclined to over-estimate the good effects of high altitude.

Turban thinks that pulmonary hemorrhage is less frequent at high altitudes than at the level of the sea, while Fishberg has noted that some patients, disposed to bleed in the city, lose their tendency to this accident in the mountains.

Theoretically, increased blood pressure and pulmonary hyperemia ought to favor hemorrhage, but the facts controvert this idea. Fishberg has been unsuccessful in trying to detect a rise of pressure before the onset of bleeding. Many who bleed profusely have a very low blood pressure. Abnormally low blood pressure is the rule in tuberculosis.

The subjects of tuberculosis might be trained to constitute the personnel of our proposed aerial mail service, to make meteorological observations, and to plot coast lines, river courses, etc. In other words, useful and remunerative service might be combined with therapeutic flying and balloon work. The problem of healthful employment for the tuberculous, always a difficult one, could perhaps be partially solved in this manner.

The Medical Research Board of the United States Army might very well turn its attention now to this phase of experimental therapy. Tuberculous medical officers and soldiers and sailors similarly afflicted should make up the first crews. They would be far happier in the air than cooped up in some government sanatorium and would be more likely to get well.

Turning from the subject of controlled altitude therapy in tuberculosis, let us consider the possibilities with respect to pernicious and other grave anemias. Our clinical resources, including transfusion, are by no means successful in these deplorable states. It seems to the writer that a great hope looms up in the light of the reports from the Research Laboratory at Mineola (Army Air Service), for the workers there have noted hemoglobin increases of from four to nine per cent in many of the men even after short flights.

May it not be that in gradual acclimatization of our perniciously anemic patients to high altitudes, maintained for considerable periods of time, we shall find the blood-making stimulus so far undiscovered by our internists? For such work the balloon would probably serve a better practical purpose than the aeroplane.

Half Naked Children Taking the "Snow and Sun" Cure in the Swiss Alps—a Rigorous Form of Treatment Which the Floating Air Hospitals Will Make Unnecessary.

Bathing and Beach Dresses by Lady Duff Gordon

The Newest Seashore Fashions for Both the Sands and Waves

She Wears This on the Beach in Contrast With Her Dripping Sisters.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon
("LUCILE")

NEVER has the seashore provided such a kaleidoscope of beauty and smartness as this Summer.

It has been a mooted question whether Her Grace Woman really looks well in a bathing suit. The answer is a blanket one, "It depends upon the woman and the suit." Seashore attire is unfriendly to the extremes of type. The fat woman and the thin woman are at a disadvantage in garments for the dip into the sea. It is kindest to the woman of medium slimness. It has a depraved disposition to exaggerate a large woman into pillow-like proportions. It discloses the same perversity in clinging so tenaciously to a slender woman that as she rises from the sea she resembles a Venus less than an elongated and dripping cane.

But the woman of pleasing slenderness yet reasonable plumpness may shine resplendent before and after and during her swim. Both the figures shown here are of that moderately developed style of womanly figure which is most gratifying to the eyes of artists and all others. The first young woman in her knickerbockers and coat slip of light colored and heavy weight taffeta is as smart and attractive as in any other garb.

The neatly turned-back collar, with its border of picot-edged ribbon, and the narrow ribbon sash tied in front by a large bow are smart touches. The silk turban trimmed with a large, dainty bow at the left side and the silk stockings and pumps supplement the daintiness of the morning-by-the-sea attire.

To the aid of the second costume comes the ever-effective contrast. An apron-like tunic of black satin is worn over what is really a large and glorified combination suit of white satin. A striking effect is secured by trimming the tunic with a border of white satin and the undergarment of white satin with a border of black. The girdle with long ends is of white satin with a black border. The white satin undergarment is adorned with bands of black satin on the edges, and the sides of sleeves and knickerbockers are also trimmed in the same manner.

Buttons covered with black satin are used for further trimming of the white part of the curious combination costume. The tunic is cut on straight Greek lines and fastened at the sides with white trimmed black buttons. Over the white silk stockings are visible below the knees black velvet garters. The cap is a turban of bright hued silk.

Occasionally lovely woman prefers to sit on the shore and watch her friends gambol with the waves. At such times she wears, with apparent wish to provide contrast to her dripping sisters, the sheerest, freshest, most gossamer-like of robes. The gown worn on an afternoon stroll on the beach and which would serve equally for hotel piazza wear, is of white lace-trimmed chiffon. Note the presence of the seldom lacking coat.

A Black and White Study in Bathing Suits.

A Bathing Suit of Light Colored Silk.

If Baby Could Talk

It is not always the colic, or a misplaced unsafety-pin that causes the nation's better babies the worst woe. It might be conversational conglomeritis, which is a new disease affecting infants about the time they begin to cut their first tooth. It is caused by general conversation exploded in baby's direction by admiring friends and relatives. It starts with a slight irritation of the ear drums and extends inward and outward, upward and downward, finally embracing the darling's altogether, and leaving him in a condition resembling that of a soldier who has suffered a gas attack.

Suppose baby could talk back and tell its tormentors where they unloaded at, somebody would certainly get theirs. Of course, the baby and his mother understand each other perfectly. The mother remarks, "Mumsie's ittle, umpty tumpty, ootsy tootsie, gizzie goozie, por de doodnens, od ziggety!" This language, foreign to everyone but baby, always delights the baby immensely. He replies:

"Goo, gig gurgle oogle oo."

Both mother and child continue to do well after these little exchanges of confidence. Then father enters and the stuff is off. Father cuts a few disgraceful capers which are about as artistic as a solo dance done by a rhinoceros with bunions on four of its feet. Baby tries to look interested, but when father asks, "How's my little man this morning, and how is his 'ittle tummy?" baby naturally looks a trifle bored. If baby could talk back he would probably reply:

"Oh, for the love of Mike, Dad, why don't you beat it. How do you expect to connect with enough money to bring me up the way I should go if you hang around here making cow eyes at me and handing out that line of ancient bunk? Here I've been trying for an hour to get my toe in my mouth. It's a good stunt if I get away with it, and one that should win me loud applause, but you're always happening around and gumming up the rehearsals. Nobody ever wrote you into my act. It's a single, a contortion number with variations. You are supposed to be off stage, or out in front counting the gate.

"Honest, Daddy, it is not that I dislike you, you mean well, but why, why will you insist on coming along at the most inopportune moments and grabbing me up and jolting me around as if I was riding in a flivver?

"Maybe it is because you've cut your wisdom teeth and I am just commencing my contract, but I'm going to tell you something right now. Wisdom teeth don't make you wise. You may think you are an owl, but you ask an Eagle or an Elk and they'll tell you entirely different. Now, so long, Dad, run along and let the mother and me get acquainted with each other. On the level, Dad, you're awfully spoiled."

Then when a bunch of the neighbors come in and look baby over as if he were a war relic, baby naturally has a right to get peeved. All sorts of neighbors examine baby undraped and much abashed. They refer unblushingly to his various dimples and plump places, and compare him to the measurements on a chart designed by some person who never had a baby in her life. Then they pass complimentary remarks about baby's muscular development, stressing the sturdiness of his legs and then each of the assorted neighbors say jointly, individually, severally and repeatedly:

"He looks just like his father, but he has your eyes."

Oh, if baby could only talk back. He would probably say:

"Haven't any of you people got any homes? What do you all want to move in here for? What do you take this for, a social settlement or a cabaret?

"The general public take a lot of interest in subjects which are of no public concern. Now, if you'll all exit concertedly I will yell a little, which is my way of telling my mother that I desire to be her guest at a little dinner party for two."

Clothes For The Baby

By Rita Stuyvesant

To make baby comfortable during the hot Summer months is the desire of every mother, and no longer is a baby wrapped in lacy frocks, but one chooses simple, cool things for her.

The smart shops on the Avenue that cater especially to children are showing the most adorable little play-suits with sunbonnets to match, and also dainty slip-ons for best occasions.

Embroidery is stamping its approval on nearly all children's clothes this season from the crude little colored birds and animals on the nursery aprons to the fine hand work on the good frocks.

A cunning play apron for a child under six was cut from pumpkin yellow linen and embroidered in black. The underseams were left open and tied together with narrow ribbon. All the edges of the apron were finished with blanket stitch, and there were cunning bunny motifs outlined on large patch pockets.

To protect the face from the hot sun while playing on the beach or perhaps in the garden there was a pretty little bonnet of pumpkin colored linen to match the apron. The brim was double-faced and starched, and two bunnies were chasing each other across the top. A gathered crown of the linen was set into the stiff brim, and linen strings fastened under the wee chin.

A comfortable bath robe to slip on, after the ocean dip, is of flannel with silk crocheted edge and rope cord. Quilted silk is also worn and is more dainty than the flannel. For a small child only a yard of material is needed.

When the baby goes visiting or to church she chooses white batiste, delicately embroidered in flower-sprays. Raised satin stitch and eyelets form an attractive pattern when combined with scalloped edges. If one selects a simple kimono style with short sleeves and body cut in one, she can be quite confident that it will not go out of style quickly. A sash of soft ribbon may confine the fullness at a low waist-line, or the frock may swing quite loosely from the shoulders.

A dainty hat of batiste might be made to match the frock and the tiny flower sprays trail their loveliness over the brim. A narrow crocheted edge would be an attractive finish and one might also add a bit of ribbon trimming.

So, whether baby is dressed up or merely in her play suit, there are comfy clothes that are sure to keep her cool during these hot days.

Fashion Notes

Trimming, unless it be a beautiful bit of embroidery, is usually employed by commercial and inartistic dressmakers to cover up lack of design. A dress, like any other work of art, attains distinction through line and color; these make it a thing of beauty. Trimming is a secondary matter and should always be used with great discretion.

Finding the colors best suited to you and adhering to them is an artistic as well as an economic measure. It is economic in that the hues that become you are usually different shades of one color or blending colors. For instance, if blue is your color a blue hat may be worn with dresses of different shades of the same color.

Do not begrudge time spent in studying color, for this cultivates an artistic sense, and the woman who has found her colors is the one who, when shopping, passes by the most alluring bargain if it is not in the colors that she employs in her clothes. In this way she saves much time and money.

Some of the best dressed women of the present day have very limited incomes. These women are well dressed because they have studied themselves and have planned their clothes very carefully. They know exactly what lines and colors are suitable for them and have been able to employ these essentials in the most effective manner.

Many women waste a great deal of money on ineffective dress. All women have had the discomforting experience of buying clothes which, if worn, at all, have made them feel entirely out of harmony with their gowns. By being a little more careful it would be possible to have some gowns made by dress-makers who are artists, then fill in with frocks made at home and in this way be very well dressed. This method enables one to keep abreast of the times respecting the best and latest fashions and at the same time take advantage of the knowledge gained by supplementing those designed by artists with some less expensive dresses made in the home.

At the Dressing Table

By Mimosa

How Milicent Cheated Father Time

I hadn't seen Milicent for over three years, when I called on her a few days ago, I knew she had taken up munition work at the beginning of the war, and from what I had heard of her from time to time, hard work, early rising, and late to bed, I quite expected to find her looking old, and very much the worse for her three years' work. But far from looking jaded and tired, I found her younger and fresher than when I had last seen her. Her complexion was smooth and clear, and her hair brighter, and more glossy than before, while the few wrinkles which I remember had entirely disappeared.

How She Preserved Her Complexion

After a little persuasion she told me the secret of how she had not only kept, but improved, her looks during the three years in which we had not met, in spite of her hard work and late hours.

She told me she owed the freshness of her complexion to the regular use every night of a little plain mercolised wax. This she rubbed gently into the face and neck, leaving it on all night, and washing it off in the morning with warm water. She had entirely given up the use of powder, which she told me she felt sure caused wrinkles, and was using instead a lotion made by mixing an ounce of cleminite in about two ounces of water. This lotion gives a most natural appearance, and is beneficial to the skin, and judging by her complexion I can well believe it.

Removing the Wrinkles

When I asked what she had done to remove the little wrinkles which I remembered round her eyes and mouth, she told me nothing. The use of the mercolised wax had done the trick without any effort on her part. This wax, it seems, gently peels off all the dead outer skin, slowly and imperceptibly while one sleeps, and with the dead skin, all lines and wrinkles, leaving the fresh young complexion beneath clear and smooth.

A Slight Growth of Superfluous Hair

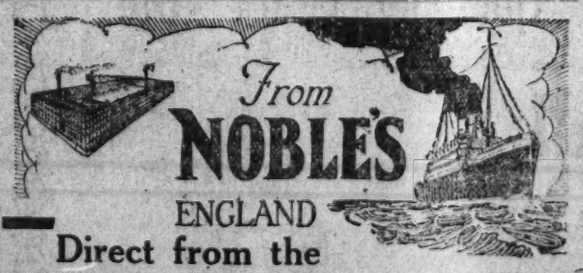
There was another point upon which I was very curious. Milicent used to have a slight growth of hair on her upper lip, which I am forced to admit, entirely spoilt her claims to being considered a pretty girl, and this too had entirely disappeared, owing to the use she told me of a little powdered pheminol. After two applications, she said, all traces of the growth had disappeared, but as a precaution she had used some tekko paste for a couple of weeks afterwards.

How She Kept Her Hair Bright and Glossy

To keep her hair in good condition she had shampooed it regularly every fortnight with a dessert spoonful of stallax dissolved in hot water, then dried it without rinsing (as this is not necessary when using stallax) and given it a good brushing. Every month she gave it a stimulant in the form of a simple tonic. For one week in every four she massaged into the roots every night a tonic made by mixing an ounce of boranium with four ounces of Bay Rum or Eau de Cologne.

A Perfectly Natural Color

Milicent had always been naturally pale, and I remarked on the pretty flush which had come into her cheeks. This she confessed was not natural (although it had deceived even an expert like myself), but was brought about by using a little pure colliandum, which she applied to her cheeks with a piece of cotton wool. The beauty of this color was, that it appeared absolutely natural, for it deepened as the atmosphere became warmer, just as a natural color would.



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British Women Losing Their War Time Jobs

Sex Equality, In Practice, Is Not Quite What Was Expected

London, July 30.—If the women of this country had been inclined to build too high hopes on the prospects opened up by the Labor party's emancipation bill—which was introduced into the House of Commons early in April, the circumstances of the intervening weeks would have adjusted them to their proper level.

The report of the Civil Service Committee, which has been eagerly anticipated and which every deputation of malcontents had been exhorted to await, has just appeared. It is the result of prolonged consideration and of inquires which involved the examination of about 47 witnesses, 15 of whom were women.

The most important question concerned was "the possibility of retaining in the service a proportion of the best qualified of the women who had been temporarily employed in the place of men released for naval or military service—subject to the prior claim to reinstallation of the men on demobilisation, and the particular directions in which the experience gained in the employment of women during the war suggests that such employment could be extended with advantage to the service after the war."

The conclusions of the committee excite not so much disappointment as despair of ever getting out of a vicious circle. They recommend that the employment of women should be extended, but that women should work on special lines until further experience has been guined.

The women are not to be permitted in the higher posts until they have proved (without trying) that they can fill them successfully. They may not, in fact, hold the higher posts till they have been trained for them in the junior posts, and may not hold the junior posts till they have proved their success in the higher ones. In the words of the suffrage weekly, The Common Cause, "it will take a very brilliant civil servant to square this circle."

Men May Get Women's Pay

An entirely new interpretation of the principle of equal pay for equal work has also been put forward by the committee. "Equal pay for equal work does not necessarily mean paying the men's rate to the women, but may mean paying the women's rate to the men."

This, of course, strikes the reader of the report as being a point of view peculiar to the British Government. The whole report is an illustration of how entirely the official mind can ignore realities and how never ending is the work of bringing them home to it.

A somewhat similar interpretation of the equal pay theory would seem to have suggested itself to the National Union of Teachers. The men members assert that if women's salaries are raised to the men's standard the men teachers will recieve no advance, and they oppose equal pay under present social conditions as likely to place married men at a disadvantage compared with the women. So strong has feeling on this point become that London male teachers have seceded from the National Union and are founding an association of their own, so that in place of the old organisation two or more or less antagonistic bodies will now exist.

Lack Of Jobs Feared

It is no longer sex prejudice which bars the way, but a real fear that there are not enough jobs to go round. The grave danger is that this fear will result in a movement to debar women from any well paid work. Such a movement would of course be a menace not only to women but to all workers in that it would tend to re-enforce the miserable practice by which women are driven to undercut and spoil the market.

The present crisis, moreover, is in some cases driving women entirely from new careers which they had taken up. In Lancashire occurs a particularly hard case of exclusion. A magneto industry had been established entirely by the labor of women. The women liked the work and the firm wished to go on employing them. In this instance there was no question of reinstating men, since the industry had been started by women. In view, however, of the large amount of unemployment in the engineering trades of the district the Allied Engineering Trades held a mass meeting and decreed that the women must cease work.

Women Spinners Protested

Similar conditions have arisen in the spinning section of the cotten trade. Formerly a monopoly of the men as being the best paid section, it was opened to women during the war, conditional on the reinstatement of the men whose place they took. Of the 15,000 men who joined up almost ten percent have been killed or disabled. Allowing, therefore, for the complete reinstatement of the others, it would be still possible to retain some of the women, but the men contend that women should not be permitted to remain in the trade.

This uncompromising attitude on the part of the men may be prompted by a suspicion that many of the women are holding on to positions who are not entirely dependent on their earnings. This of course would apply less to engineering or spinning trades than to clerical work. It is, in fact, one of the specifically mentioned grievances of the discharged soldiers that the government are still employing "flappers" in face of the unemployment of hundreds of adult male clerks.

If, as Mr. Wardle, Minister of Labor, told the deputation of unemployed soldiers and sailors who waited on him recently, the next few months will witness the absorbing into industry of most of the unemployed the situation of the woman worker will also be improved. If not, it is to be feared that the restoration of pre-war practices will include—though not officially announced—the old miserable conditions of sweated labor and undercutting.

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AUTOMOBILES

SHANGHAI, SUNDAY, SEPTEMBER 7, 1919

ESSEX CAR SETS RECORD BY CLIMB AMONG COULDS

Dealer Drives New Machine Through Drifts High Up Into Cascade Range

When Ernest Schneider, of the Washington Auto Co., Yakima, Washington, received a shipment of Essex automobiles early in May, he said, "We'll drive a brand new Essex where no other car has been and where none can follow." But the doubters shook their heads and declared there were no stunts left until Mr. Schneider reminded them of Snoqualmie Pass with seven feet of snow and ice, high up in the Cascade range.

A car just 33 miles of age was driven out of the garage with Mr. Schneider at the wheel, and with a load of three passengers. The start was made at 8:26 a.m. with the clouds rolling up ominously in the west, a sure indication of a storm brewing. With a marvelous responsiveness the Essex sped along the paved roads of the Yakima valley westward towards the great forbidding range of mountains which form such an impassable barrier between east and west for over half of each year.

Farther up the valley the road suddenly climbs a range of hills, the summit of which is higher by 118 feet than is Snoqualmie Pass, but free from snow because so far removed from the towering crags of the main range. Up this road the Essex never faltered, but went over the top without shifting a gear, and then down a long grade into the Kittitas valley and into the city of Ellensburg. Here the Kittitas county distributor for the Essex spied the trim craft as she bounded into town, and Clarence Nicholson, of the Nicholson Auto and Machine Co., climbed aboard with the statement that he was going to see the Essex go over the top.

Ready To Set The Record

Now with a load of five passengers, the Essex pointed her nose towards the mountains, but in the teeth of a drenching rain. Without chains she clung to the road as a locomotive does to the polished rails. When the speedometer registered 95.7 miles and the first snow was sighted to the side of the road, the Essex seemed to sense the test approaching and with the motor never more than purring, would crawl through mudholes and snow drifts in high gear, as though preparing for the sterner task ahead.

Suddenly the end of the road loomed straight ahead. There in a two foot snow drift were the imprints of rubber tires which had tried in vain to force a passage through the wet and soggy substance. The Essex never faltered, but plunged into the drift sending the snow flying to each side like a giant snow plow.

Full fifty feet farther the Essex went before stopping to remove some of the excess weight which was being pushed in front of the radiator and carried along on the running board. Backing up a few times and plunging into the drift, the Essex finally forced her way through.

The next few miles tested the pulling power of the motor to the extreme, but through mud and water and half melted snow the Essex crawled along in high gear without hesitation. Over an uncharted road now the Essex picked her way along, where no vehicle had been since six months before the Pass had been blocked by the mantle of white now slowly disappearing. In places the road was almost blocked by boulders and fallen trees, but no halt was called until at last a mile long drift of snow and ice was encountered square in the road.

Goal High Among The Clouds

There amid the giant evergreens at an elevation of almost 3,110 feet, the Essex stopped with her nose almost buried in the four feet snow bank before her. Ernest Schneider had driven a new five-passenger, touring car model Essex to a point almost three miles beyond that reached by any other car at that date in the season.

On the return three machines were passed which had attempted to follow the Essex, but all had failed. The turning point in the Pass was just 99.1 miles from Yakima. Eleven miles farther on, lay the open road on the west side of the Cascade range.

But the greatest surprise of all awaited Mr. Schneider when he stopped the Essex back in Yakima with just 198 miles registered on the speedometer. Only ten gallons of gasoline had been used, almost 20 miles to the gallon.

DON'T FORGET TIRES

This is the time of year when the driver needs to be reminded not to delay even one day in plugging small casing cuts and vulcanising larger ones. The ever present water must be kept away from the fabric. Also do not let the tire beads get rusty on the rims. Winter, whether it be "hard" or "soft," is twice as hard on casings as summer, unless they are kept in perfect condition all the time.

OUTDOOR SPORTS By Tad

DO YOU THINK THAT MRS SWIFT WOULD KNOW EVERETT- I COULD CALL HER UP
NOW LETS SEE - IT COULDNT BE THE COMPASS COULD IT- CUZ I HAVENT GOT ONE ON THE CAR
THERES EVERETT IN TROUBLE AGAIN - HE USED TO HAVE BARTENDERS FIX HIS BUS UP ALONG THE ROAD BUT NOW HES LICKED
WELL HES GOT THE HOOD UP ANYWAY - THATS RULE NO 1
THE INSIDE OF THAT CAR IS JUST AS SIMPLE AS A CHINESE DICTIONARY TO EVERETT
OUTDOOR SPORTS
WATCHING A BIMBO WHOSE CAR JUST STOPPED DEAD AS HE LIFTS THE HOOD AND GIVES THE ENGINE THE NORTH AND SOUTH
TAD

CADILLAC HOLDS HONORS IN FAST CALIFORNIA RUN

At a time when there is more travel between San Francisco and Los Angeles than ever before, the anniversary of the record run made between these cities by T. J. Beaudet, in a Cadillac Eight, becomes of unusual importance.

Three years ago Beaudet made this trip of 480 miles in nine hours and thirty-seven minutes, night driving. The average motorist takes two days.

This was an officially timed record, and has stood for over two years as the fastest trip ever made by any vehicle over the roads between the two cities. Beaudet's run was four hours better than the time made by the fastest Southern Pacific train. The car left Los Angeles in the dusk of the evening, and arrived in San Francisco just after day-break the next morning, after traveling the last hundred miles in a drizzle. The route followed was from Los Angeles over the Ridge to Bakersfield. This stretch of the trip was made in two hours and forty-nine minutes. From there the Valley Road was followed through Tulare, Fresno, Modesto and Livermore. At Livermore, instead of continuing into San Francisco by way of Oakland, the Cadillac was driven through Niles Canyon, across the end of the Bay at Mt. View, and up the Peninsula to the finish.

In addition to this record, the Cadillac holds the record from Los Angeles to Bakersfield, and from Los Angeles to Bakersfield and return.

Other records that have never been beaten that were made by the Cadillac, are from Los Angeles to Santa Barbara, Los Angeles to San Diego and return, Los Angeles to San Francisco and return, and Los Angeles to Fresno. After establishing a record of nine hours and thirty-seven minutes for the Los Angeles-San Francisco run, Don Lee announced his retirement from record runs, and the Cadillac has made no speed runs since then.

On the "Inter-City Record Run" Beaudet traveled at times over eighty miles an hour.

Auto Castle
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We beg to inform our friends, and the motoring public generally, that from this date **Messrs. Silvain and Alfred Heimendinger** (brothers of Mr. J. Heimendinger) will be associated with us in our business. Messrs. Silvain and Alfred Heimendinger have just arrived from France, and having had considerable experience in the automobile business, we shall be able to render extended service to our patrons, and undertake all classes of work in connection with automobiles.

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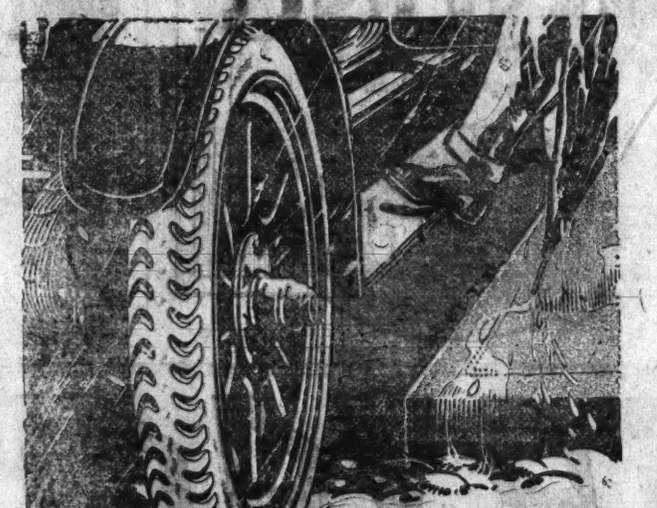

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are built to give you the *utmost* in mileage—the *last inch* in skid prevention—and you get it!

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On December 15, 1915, at 1:55 p.m., the Ford Motor Company cast the one-millionth Ford model T motor, the famous power plant of the famous Ford car.

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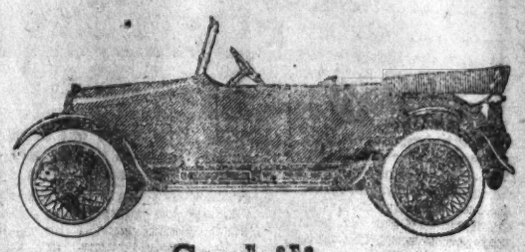
Willys-Overland Motor Cars

Electric Lights
Electric Starter

Overland
"Country Club"



Stability

Willys-Overland motor cars are built and sold under

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—*one* group of dealers.

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- 3-Passenger Touring Coupe
- 5-Passenger Touring Sedan

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Willys-Knight Models
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- 7-Passenger, Four-Cylinder Touring Sedan
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LIBERAL CONDITIONS AND MODERATE RATES

CARELESSNESS IS CAUSE OF MUCH CAR EXPENSE

Both Time And Money Saved By Careful Attention To Motor's Needs

There are many ways in which a car may be unintentionally mistreated.

The first point is quite familiar; that is the question of proper lubrication. Still, every dealer knows that cars continue to be brought in with bearings burned out, king bolts badly worn and other parts in damaged condition from underlubrication. Oil should not be used too long, because after a time it loses quality. This is an especially important item to watch now, because good lubricating oil is not always available.

Another point is the shifting of "gears, the use of gears in hard pulling and also the kinds," says a Buick distributor. "It should be borne in mind that Buick motors have excess power because of the extent to which the valve-in-head principle of design has been developed.

"Because of this surplus power our drivers as a class gradually form the habit of not shifting to lower speeds, but do everything on high.

"After a time they gradually grow to hate the idea of dropping to lower speeds, as if it were a reflection on the car or on the driver's ability. This is a condition that should not exist.

"Our engineers, in putting the excess power under the hood, had in mind the elimination of most of gear shifting necessary in the average car, but the avoidance of shifting, if carried too far, puts unnecessary strain upon the motor.

"This means that a certain amount of serviceability is wasted where it could be saved. It is like asking a man to lift and carry a very heavy load instead of dividing it into two or three parts easily handled. In the latter case, he would still be fresh and ready for other work.

"That is what the transmission is for, to conserve the serviceability and lengthen the life of the motor. Its intelligent use should be studied.

"Another bad practice is that of letting things go. The old saying is, 'A stitch in time saves nine,' and it pays to have little things attended to promptly. It really does not take much time to take proper care of a motor car—and every minute spent in doing so spells conservation in capital letters.

"Right spring clasps will prevent springs breaking—and they work loose occasionally, especially on a new car. Mud caked on and left there will injure the finish. A scratched fender or any metal part may rust along the scratch and undermine the enamel.

"These same ideas apply to practically all of the little things that may happen to motor cars in general service."

Motor Trucks Offset Street Car Strike

The city of Akron, Ohio, woke up on a recent Saturday morning, to find that absolutely unannounced, the employes of the street car company had gone on a strike. Thousands of workers employed in the big rubber factories of the city were compelled to seek other means of transportation to their respective places of work. As soon as information of the strike came to The Goodyear Tire and Rubber Company it put into service a fleet of motor trucks over a system of converging routes embracing every part of the city and environs. So efficiently did this arrangement fulfil the transportation needs of the workers that of 9,000 of the Goodyear force starting the day's duties on the 6:30 a.m. shift, less than a dozen were tardy.

Give Attention To The Ignition System

Leaking Wires Will Kill Engine Power And Give You Trouble

"Many times I have been asked to look over a friend's car to find that the trouble was one of the simplest," says William H. Stewart, Jr., president of the Stewart Automobile School. "The average driver knows nothing about electricity as applied to the automobile and so is unable to tell when the ignition system is functioning properly. He is afraid to experiment and believes in letting things alone until something happens. He then looks over the system for the first time, and, of course, does not know whether the wiring is right or not. Yet I have repeatedly pointed out cases of worn insulation, among other troubles, about which the operator seemed entirely lost. In one case the spark was jumping freely from a distributer wire to a piece of metal near by, and he pointed to it as evidence that he had a good spark, evidently accepting it as a matter of course that the spark should jump where it did.

"Even if the operator understands nothing of the nature of his ignition system he should at least familiarise himself with the positions of the various wires, their colors and general condition. Here the instruction book will be a great help. Then if any one of them becomes displaced it will be readily noticed. Watch particularly for cases where one wire chafes against another or some piece of metal. Such places should be protected with electric tape, or at least separated so that no short circuit may occur. But the high tension or secondary wires may develop a short circuit where least expected, so that it would be well to go over them occasionally to see that no leakage takes place. This is particularly true during rainy weather. The moisture is drawn in by the fan and scattered around under the hood.

"Wires which did not leak current before will short circuit during a wet spell. The best method is to run the engine and to trace along each wire, lifting it away from any place it may touch to see or feel if the current is leaking through the insulation. Where a leak is noted the place must be taped.

"A more puzzling problem occurs where all the wires from the distributer pass through a metal tube. There is always the possibility of a short from the wires to the tube as the tube is always grounded. Proceed as follows: First find out if the current enters the suspected wire. To do this disconnect the wire at the distributor end and hold it near its contact to see if spark jumps. Of course, if no spark is seen the trouble is not in the wire, but in the distributer. If a good spark occurs at the distributer but none at the other end of the wire there is a short in between. The wire must be pulled out and a good one substituted, although the old one may be made serviceable again.

"On some systems it will be found imposaible to remove the defective wire, so it is necessary to substitute a good one between the same points, running it along the outside of the tube and securing it by means of tape.

POUNDING

If a pound in the engine is regular and continuous it is likely to be from lost motion in the bearings. If it is irregular and occasional it is more likely to be due to preignition caused by incandescent carbon or from imperfect electrical connections. If the pounding is accompanied by occasional missing, especially if the missing is more frequent when the car is running than when the engine is idling, it is more apt to be due to imperfect electrical connections.

Causes Of Ford Lubrication Trouble

There are three main causes which result in difficulties in the Ford splash system of engine lubrication, writes an expert, and these in order of most frequent occurrence are as follows:

1. Incorrect height or excess quantity of oil in the motor base.
2. Foul, dirty oil, saturated with carbon particles, dust, metal particles, and the waxlike residue common to mineral oils, asphaltum and paraffine.
3. Installation of cheap or unsuitable transmission band linings, causing the oil tube to become clogged with particles or frayed ends.

The first fault, of excess oil, is a matter of detail for the owner. In accordance with the Ford manual, which represents the experience of thousands of Fords, the correct height is slightly above the lower petcock. The usual method of determining the correct amount in the motor is to drain the oil to the level of the lower petcock, closing this up and pouring one pint in through the breather tube. An oil gauge of either the cylindrical glass barrel type or cork float type is procurable at less cost than one can be constructed, and is by all means a desirable accessory, showing as it does the quantity of oil at all times.

To maintain this level without replenishing to lubricate every 25 or 50 miles, through the oil filler pipe, the attached sketch shows a simple arrangement which the writer helped to install on several Ford delivery cars, that worked out excellently, in fact, these cars were driven 100 to 200 miles daily on suburban delivery trips, with no oil troubles. As shown these consisted of one gallon tanks mounted under the engine hood, with a small ⅛" copper tube running forward to the motor filling tube. A small petcock soldered to the bottom of the tank was connected by a rod through the dash and fastened to the brake lever. With the lever in running position the cock was open, and oil regulated to flow 5 to 8 drops each minute. With the car stopped the lever is pulled up, consequently shutting off the oil.

The second fault mentioned, foul and dirty oil, is the result of neglected carelessness. Particles of oil, which strike the piston head, that is, under face, burn and form carbon, minute particles of metal are rubbed off the surface of sliding and revolving bearings, especially if the oil is already contaminated with grit and carbon, and sand or dust is sucked into the breather pipe. The same oil being circulated around the engine base, gives off the lighter particles first, this going out as a vapor past the piston rings and through the breather tube. The residue remaining is the waxy ingredient of the petroleum product, either paraffine or asphaltum. It is readily understood with this material in the engine base, its lubricating value after a while, is not considerable. The suggestion to empty out the old oil, wash the engine base with kerosene, and refill with fresh oil is essential to proper operation of the motor, without excessive repair bills, due to burned out bearings, worn and scored rings and cylinders. Don't regard this old oil poured out of the engine base as a waste: the U. S. Army Truck Corps used every bit of this oil, for wiping over the springs, keeping rust off the under side of fenders and preventing rust on all exposed parts of the running gear. You can use it likewise to an advantage.

The third mentioned difficulty, that of a clogged oil tube, wrecks a motor more rapidly than anything that may happen through the above mentioned faults. A few miles of running in this condition and the front bearings will be burned out and very likely the cylinder badly scored. The remedy for a clogged oil line is to remove the transmission cover and run a flexible piece of wire or cable through the pipe, push the material clogging the tube out through the forward end. Afterward, if a compressed air tank is available, the air should be turned on to clean the feed pipe out thoroughly. As a preventative of clogging the tube, keep particles of lint or waste out of the engine base and use only the best guaranteed brake linings. Time and again with troubles in the oil feed particles of transmission band linings, of the cheap variety, have been removed from the tube. Several suggestions have been made by good mechanics to overcome this trouble. One was to install a larger tube, and another to provide a screen over the rear end. The first suggestion is good but it required some work to remove the original tube and insert a larger one. However, it is a precaution that is all of advisable. The fastening of a screen over the tube would keep out the dirt, but the possibility of keeping the screen clean is a factor. If the entire surface of the screen was not clean, the quantity of oil that could go through would be diminished and for that reason the better method would be in the use of correct linings for the bands and the precaution to keep out lint and rags.

One suggestion that may be of assistance to owners that observe all the requirements contained in the Ford Manual, troubled with excessive oiling, fouling the plugs and carbonising the cylinders, is easy to apply and has been successfully used by the writer. Insert an additional gasket under the crank case lower cover. This gasket lowers the channels an amount corresponding to its thickness. The result is, the connecting rods do not dip as deeply and slightly less oil is splashed.

THE UNIVERSALS

These are perhaps the most neglected parts of the mechanism, because they are generally the hardest to get at. The universals must be kept properly lubricated or they will develop intensive wear. When they have worn the universals emit a heavy thump each time the clutch is thrown in.

Many American Cars In Use In Calcutta

There are more motor cars on the streets of Calcutta than any other kind of vehicle. The number of privately owned cars is said to be about 4,000, and there are approximately 500 taxicabs. It is thought that American cars will soon predominate the streets of India. All the motor cars imported into Calcutta since the signing of the armistice and the removal of the import embargo have been of American manufacture.

CLUTCH SPINNING

Clutch spinning is often due to excessive friction in the spring thrust bearing, though sometimes faulty alignment of the flywheel and clutch cone prevent the engaging surfaces from entirely clearing each other. A bent clutch shaft might also cause this trouble.

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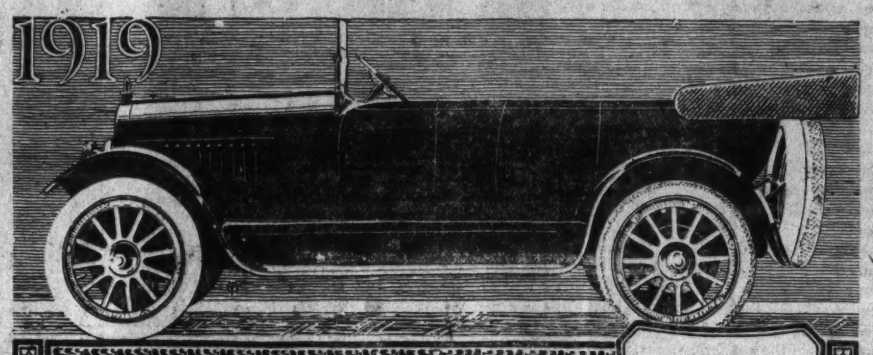

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Durable construction by an old established manufacturer; great economy of upkeep and abundant hill-climbing power, are other features of KING excellence.

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SAVAGE WRAPPED GRIP TREAD, SAVAGE PLAIN TREAD, SAVAGE GRAFINITE TUBES

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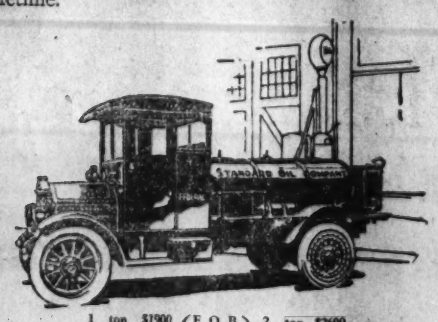
The fact is that the Federal Motor Lorry will save you time and money, and put your hauling on a more efficient basis than ever before.

The Federal is perfect in mechanical construction. It is built to last a lifetime.



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Ford
THE UNIVERSAL CAR

DRAINING THE OIL BASE IS NOT CARE ENOUGH

Necessary Method Involves Dropping Of Case And Doing Real Scraping Job

What a world of trouble you are storing up for yourself if you do not drop the oil base and clean it. Sediment and muck accumulate faster than you think and sooner or later you will have a ruined engine on your hands. It is not sufficient to change the oil regularly, as advised by the manufacturer. The oil base should be taken down and the deposits removed occasionally.

The first time you do this you will be surprised at the nature of the accumulations. Small lumps of carbon from the cylinders, and from the road, even particles of metal turnings left there when your car came from the factory, have all been found in the oil base. But worst of all is the thick muck of burnt oil and carbon which covers the bottom and sides. The grit and other particles are heavy and sink to the bottom, but the muck remains even after the base is drained of the old oil.

The advice usually given to the motorist may be summed up as follows: "Drain out all the old oil. Replace the plug and fill to the usual level with kerosene. Run the engine not more than thirty seconds and then drain the oil base. Repeat if thought necessary. This stirs up the muck and sediment, which runs out with the kerosene. In this way the base and bearings are cleaned with a minimum of effort and without removing the crank-case.

"Stir it up!" Indeed, the grit which should lie dormant until scraped out by hand is stirred up and splashed all around the crank case and also carried into the bearings. It forms a fine grinding compound, which either shortens the life of the bearings or clogs up the oil holes, causing the bearings to run dry. The result is even worse if the oiling system is one of the pressure type forcing oil through a hollow crank-shaft directly into the bearings. Right into the bearings, mind you! and under pressure, too! Can anyone defend this method after realising what this means? It is not a sufficient answer to say that the oil must pass through a strainer. The finest grit will always pass through, and the harm is done!

So although it is a dirty job and a disagreeable one to remove the crank case for proper cleaning, it is the only way to give your engine the care it really needs.

Time-Saving Devices For The Motor Truck

Mechanical Contrivances For Rapid Loading Help Speed Them Up

The truck buyer should take pains to investigate the possibilities of saving money and time by speeding up his trucks and employes through the use of mechanical or electrical rapid loading and unloading devices.

This is the advice of R. S. Locke, manager of the New York branch of the Federal Motor Truck Company:

"Every truck user must have thought, at one time or another, of the economies in time and money which could be brought about by the use of mechanical or electrical loading and unloading appliances, which will either enable the driver of the truck to do all the loading with a minimum of effort and in the quickest time, or at least reduce the size of the shipping gang.

"Perhaps an owner has already figured out that with efficient methods or hauling devices at the loading or unloading stations the truck could almost double up on the number of trips per day, depending of course on the distances and how unwieldy the packages really were.

"There are appliances which will save the truck owner labor, time and truck time. One device I have in mind is the link-belt affair, which uses a small motor and is of special utility in coal yards. Pushed up against a coal pile and with a man shovelling coal toward it, it will feed its endless chain of coal containers into the pile and load the coal truck at a rapid rate—as low, I think, as ten minutes for an eight-yard truck.

"There are also devices which can pick up huge wrought pipe and load 240 tons of this heavy material in a ten-hour day; overhead power hoists for interior loading; overhead monorail trolleys which handle commodities in large lots and deposit the loads directly on trucks; simple endless belt conveyers, spiral loading conveyers and many others. One of the simplest arrangements for rapid loading at crowded loading platforms is the saw-toothed construction, enabling the driver to back up more trucks at a time in a better position than by the straight design."

Loosening Inaccessible Nuts

The best way of loosening large and inaccessible nuts, which are sometimes found about the chassis, is to use a socket wrench of the proper size, with a big Stilson wrench to furnish the leverage. This combination will handle almost anything.

Hints For Helping Owners To Save On Car Repairs

Patronise Specialist On Your Car When Real Need Arises; Experimenting Cost Big

"Practically every owner of an automobile has at some time or other been obliged to go to the repair shop or service station for some work," says a local auto expert. "It is a fair guess to say that each of these owners has at least one complaint to make about the treatment at the service station or about the bill or about the work.

"The automobile owner goes into the service station with his car and mentions that something or other is wrong. The tester gets on the job, or the manager examines it and says it is this or that. When the owner gets his car he might find either that the work was done properly and a terrific bill accompanies it, or the work was not done properly, or that half a dozen other things are wrong with the car that were not the case before.

"The owner can do much toward helping himself and saving money if he will only consider a few things. In the first place, the average service station requires that the owner sign a statement of work to be done, but very often that work which the service station requests is not all that is needed or sometimes is not needed at all.

"The owner when he signs should also have the statement read that the work to be done will eliminate the trouble that he complains about. In other words, service stations make the wrong diagnosis a great many times.

Costs Him More Than Double

"Recently an owner went to a large station with hard starting trouble and before he got through it cost him $28, when it was found later it could have been corrected for about $11. This was in one of the largest stations in New York city. The man who examined the car didn't know enough about the vehicle his company was making to know where the trouble lay.

"So the owner signed to remove the trouble—and they did. They jumped from one thing to another until they found it and the owner paid for all the unnecessary work as well as the $11 that really was all that was needed.

"If the owner signs the slip telling what's to be done he pays for that. In some stations they give a job estimate. That is, they tell beforehand what the whole job will cost. Whichever way it is done, the owner should state his case in such a way that he will be protected. If something is wrong with the car, the service station should be asked what it is and about how much it will cost to fix it up. Then when the owner signs the slip he should have some means of knowing whether that work done will stop the trouble altogether.

"If the service station had an expert at the door to tell exactly what is wrong with a car and how long approximately it would take to repair it, it would save owners a lot of time and money.

"When you get your car look it over carefully before you take it out of the shop, for once you take it out you have no redress. The cushions may be dirty, half your gasoline may be gone, an instrument glass may be cracked, the steering wheel may be dirty and greasy. Don't wait to discover these things when you get out.

"Look over your bill carefully. Either get a receipt for your things, lock them up or take them out of the car.

Look Out for Yourself

"In dealing with the service station one owner has really got the right scheme, but he studied to acquire it. He knows his car so thoroughly that he can tell approximately what is wrong. If he doesn't know what is wrong, he gets an opinion from someone who does know, but outside of the shop where the work is to be done.

"Then he goes to the shop and tells what he wants done—not what they want to do. Once his gasoline line was clogged and he asked how long it would take to remove it, clean it and put it back. They gave him the time and that is all he paid for. If the owner will only know his car thoroughly he will save a great deal of money from this end alone.

"In dealing with accessory troubles, such as a carburetor, starting and lighting and ignition, try to locate a service station of the equipment concern first. They usually know their equipment so well that it doesn't take long to find out exactly what is wrong. Where the service station of the car maker hasn't any such specialist the owner pays for a lot of experimenting."

4,000 NEW YORK WOMEN LICENSED CHAUFFEURS

More women were licensed as chauffeurs in New York State last year than ever before. The Secretary of State's examiners rarely gave an examination for chauffeurs in any city where there were not from five to ten women present. And, what is more, these women showed a thorough knowledge of their cars.

The majority stated their intentions of driving in connection with motor corps units that have been the outgrowth of war conditions. Others entered the business to replace men who had been called in the service. Although records in the Secretary's office are not as yet available in showing the number of licensed female drivers, a conservative estimate places the number at 4,000.

Four Year's War Experience
Historic Fact.
The first British Motor Cycle used in the war by the French and Italian armies was the TRIUMPH. But the British Armies soon insisted that the entire output of the famous TRIUMPH Motor Cycles should be reserved for them and their allies.
This is the finest tribute that can be paid to the production of any manufacturer.

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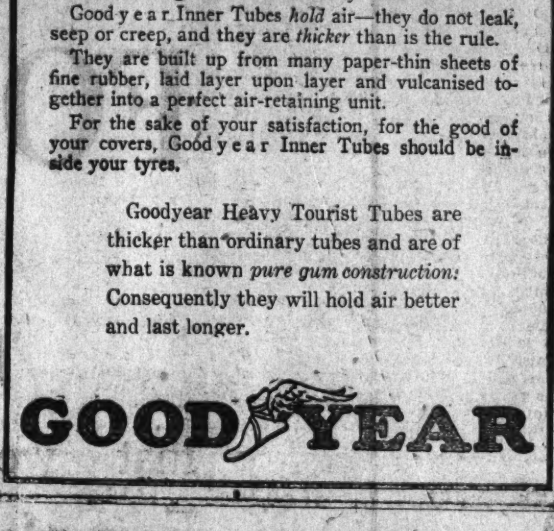


THE INNER TUBE
Your Tyre Should Have

The inner tube your tyre should have must do more than merely carry air—it must hold that air, and *keep on* holding it.

If it fails in any one thing, under-inflation, that keenest foe to long tyre-life, is invited to attack your covers, to bring them to their early ruin.

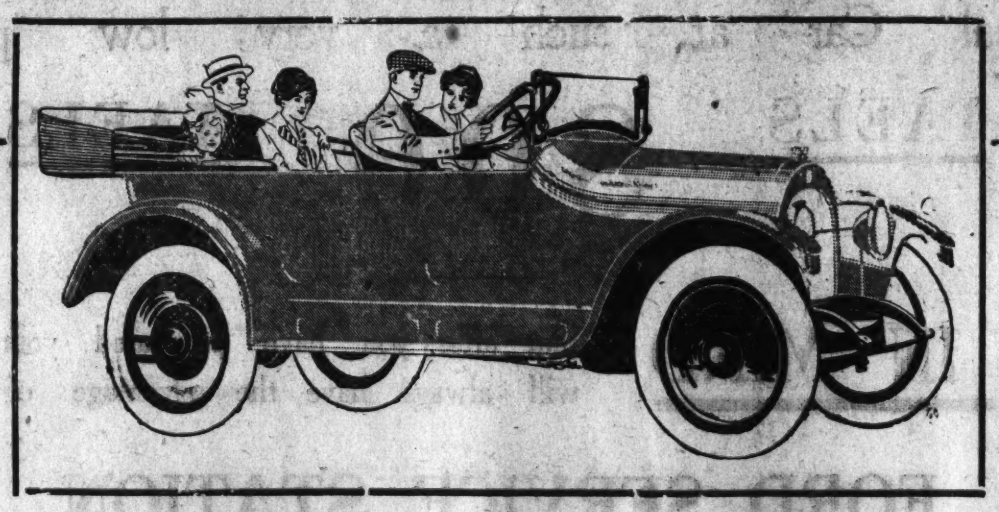
Goodyear Inner Tubes *hold* air—they do not leak, seep or creep, and they are *thicker* than is the rule.

They are built up from many paper-thin sheets of fine rubber, laid layer upon layer and vulcanised together into a perfect air-retaining unit.

For the sake of your satisfaction, for the good of your covers, Goodyear Inner Tubes should be inside your tyres.

Goodyear Heavy Tourist Tubes are thicker than ordinary tubes and are of what is known *pure gum construction:* Consequently they will hold air better and last longer.

GOODYEAR



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Many Freaks Of Fortune Followed The Investors In Ford Motor Company

Detroit, July 19.—The Ford Motor Company was 14 years old last month and is turning out a daily average of 3,000 finished cars at the Highland Park plant. That means 900,000 cars in a year of 300 working days and the production of a factory regarded as the most model, and which is governed by the following rules framed by Henry Ford:

"The following become eligible for a share of the profits of the firm after six months in the employ of the company:

"Every employe 21 years of age who leads a clean and constructive life, and is of proved thrifty habits. A married man must be living with and taking good care of his family.

"Any employe under 21 years of age who lives with and is the sole surviving support of a mother, next of kin, and leads a clean and constructive life."

Statistics Of Production

And here are some statistics as to what the Ford factory uses during a year that these model men and women may share profits with the head of the concern: 350,000 tons of steel for the manufacture of 700,000 cars; 98,000,000 square feet of rubber cloth material for tops; 2,800,000 wheels and a like quantity of tires placed on those cars; 3,500,000 lamps; 12,775,000 feet of vanadium steel shafting and axles; 88,016,880 feet of copper tubing placed in the radiators; 9,800,000 pounds of steel for the magnetos; 24,791 miles of wiring in the magnetos; 6,300,000 square feet of galvanised metal for gasoline tanks; 59,458,000 square feet of sheet metal for guards and fenders; 22,471,680 feet of tubular radius rods; 125,851 freight cars needed to handle material and product, in addition to 63,939,494 pounds of material received at the home factory in less than carload shipments.

The Ford Motor Company has approximately 50 wholesale branches and 30 great assembly plants in the larger cities of the United States, and the estimated value of the buildings alone—branches and assembly plants—is in excess of $15,000,000. The production at the Detroit plant has gone from 1708 for the first 14 months of its organisation, to the 700,000 cars the last year. While the daily output is greater now than ever before, the total of cars produced in 1918 and thus far in 1919 fell far below normal because of the war material the company was manufacturing under government contract.

The following items give some notion of how much of the company's time, labor and equipment was diverted to the production of war goods:

Helmets, 2,000,000 of them made of steel, enough to fit out every man in the American Expeditionary Forces; order for 5,000 12-cylinder Liberty motors, with delivery nearly completed when the armistice was signed; 10,000 caissons, principally for 155 mm. guns, with more than 8,000 delivered; order for 112 Eagle boats, 200 feet long, 25 feet beam, with 25 delivered when the order was reduced to 62; remainder to be finished by August 1; 800 trucks sent to France; 25,000 regular Ford cars; 6,000 ambulances; 400,000 cylinders for Liberty motors, delivery practically completed when the armistice was signed; 700,000 bearings for Liberty motors, with more than 400,000 delivered.

Much experimental work was done in building three-ton tanks. Government orders placed for 15,000 small, two-man tanks and 3,000 six-ton tanks were rescinded when a dozen of these tanks had been delivered.

Worked For British Navy

Work totalling $1,000,000 in the production of special devices was done for the British navy. An average of 34,000 men and women were employed at the Highland Park plant; 6,800 men at the River Rouge shipbuilding plant; 4,000 at the new blast furnace at River Rouge, and 250 men at the carburetor plant, or an average of 45,000 employes engaged in government work.

Twelve years before the Ford Motor Company came into existence, Henry Ford was an employe of the Edison Company, where he began his experimental work on gasoline motor cars. Because no parts for gasoline engines were available in this section of the country, he built the first car with his hands. The building took two years, but the car ran. Five years more were spent in further experiment and the building of a second car. Up to this time no effort had been made to commercialise the invention.

The Henry Ford Automobile Co. and the Detroit Automobile Co., successively organised to market the "horseless carriage," awakened little interest and died of inanition.

In 1902, Henry Ford formed a co-partnership with A. Y. Malcomson, a coal dealer, and out of that partnership finally emerged, after many vicissitudes, the Ford Motor Co., now the world's biggest automobile manufactory.

The basis of the partnership was Mr. Malcomson's agreement to pay all the expenses of the company—up to $3,000. A one-story structure on Mack avenue was rented as a factory and production began. The $3,000 was soon spent and Malcomson had invested an additional $4,000 before satisfactory results were obtained.

Others who went into the business were the Dodge brothers, John F. and Horace E., John W. Anderson, Horace H. Rackman, John S. Gray, James Couzens, Mrs. A. P. Hauss and Albert Strelow, who invested $5,000 and later sold his stock to Mr. Couzens for $25,000. All the investors became remarkably successful because of the popularity attained by the productions of the Ford factories.

THE AERIAL POLICEMAN

Los Angeles Motorist Arrested In Typical Modern Style

From Los Angeles comes the story of the first successful use of an airplane to overhaul and arrest an automobile speeder. A motor cycle officer tried to overtake a speed maniac going at sixty miles an hour or thereabouts in one of the suburbs of the city. He was forced to stop due to engine trouble, but being near a commercial aviation field and being an air pilot himself he obtained the use of an airplane and went after the offending motorist at the rate of ninety miles an hour. He made a good landing two miles ahead of the motor culprit and the latter, slowing down, thinking the pilot was in trouble, was coolly informed that he was under arrest. It was the first case in the court records there of an arrest for automobile speeding by airplane.

CARE HELPS TIRES

An example of what a little care will do in the matter of using automobile tires is found in the experience of S. E. Crocker, of Butte, Mont. He is using an Oakland car and is particularly careful that his tires are run at the proper inflation. He states that with just a little extra care the set of Goodyear tires now on his car have run 13,000 miles and look good for many more miles.

FIRST AERIAL EXPRESS LINE IS INAUGURATED

The first aerial express line has been inaugurated by George W. Browne of Milwaukee, Western representative of the Curtiss Aeroplane Corporation and distributor for Willys-Overland, Inc.

Actual demonstration of the possibilities of transporting commodities by air has just been made by two planes from the Browne Aerial Express fleet.

These planes, carrying a consignment of tires for the Willys-Overland Company at Toledo, from the Federal Rubber Company of Cudahy, Wis., on the outgoing trip and a number of Overland automobile parts on their return, just completed a successful trial trip between Milwaukee and Toledo.

The two planes, piloted by Lieut. Milton Elliott and Lieut. Shirley Short, originally departed from Cudahy, Wis., with their cargoes of Federal tires, stopping at the Browne Aviation Field in Milwaukee. From there they flew to Chicago and thence to Toledo. On the return trip they transported a quantity of Overland parts to the Browne salesroom in Milwaukee.

The inauguration of this aerial express and its successful trial trip is taken as indicative that the aeroplane soon will be in general use commercially. Mr. Browne, the sponsor of the innovation, already is planning to extend and develop the idea.

TRANSCONTINENTAL TRIP GIVES TIRES SEVERE TEST

Over all conditions of roads from the finest boulevards to roads that existed by courtesy only, L. B. Lloyd, of Portland, Ore., has just completed a transcontinental tour from Washington, D. C., to Portland in twenty days. A 1913 Ford car on Goodyear cord tires was used to make the trip. On five days no travelling was done, so that the actual running time is brought down to fifteen days. The entire journey was completed without mishap of any kind, two of the tires reaching Portland on their original air. The route followed embraced the National Road Santa Fe Trail, Lincoln Highway and the Columbia River Highway.

Distribution Head Should Be Cleaned

Owners of cars fitted with battery ignition systems sometimes go to unnecessary trouble cleaning the spark plugs and the like because of misfiring, when this is due simply to dirt or carbon on the track of the distributor head. If this track becomes sooted so that the spark jumps from one terminal to another, pre-ignition is likely to result. The easiest way to test for such trouble is to substitute another distributor head of the same model and observe the effect upon the operation of the engine. The track of the distributor head should be kept clean with a rag touched lightly with vaseline. This will keep it polished and prevent the rotor button from sticking and cutting.

Columbia Dry Batteries

Renowned for Faithful Service

If you need quick power for the ignition system of truck or tractor, lose no time in ordering **Columbia** Batteries. They'll renew the spark of life like a flash. For **Columbias** are eager with power. Their energy flows hot—they make things go.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

Special attention is given to the all-important detail of packing for export.

The Fahnestock Spring Clip Binding Post, shown in the illustration, is a **Columbia** feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made.

Dealers—Immediate deliveries can be made. Write for catalogues and details from

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DRIVING TIP

Cultivate the habit of coasting around corners or going into second speed. Turning corners at speed imposes intense strains on all parts of the mechanism and should be avoided for that reason, in addition to which it makes for skids. Further, turning at speed is exceedingly bad for the tires.

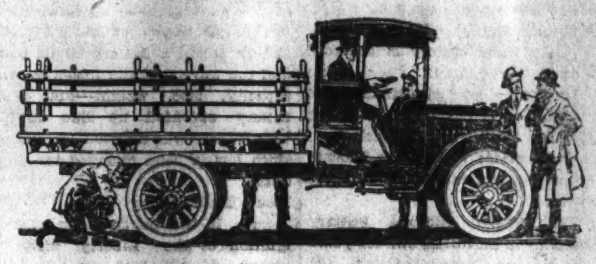
TESTING FOR SHORTS

When the switch is open yet sparks are seen upon disconnecting and touching lead wires there is a short somewhere along the line. By repeating this test in different locations it is possible to locate the position of the short.

MAXWELL TRUCKS

CONSIDER what it means to drive a 1 ton truck loaded with 2200 pounds for 3428 miles, up and down narrow, rough and rocky or washed-out mountainous roads, up steady climbs of 12 miles, traveling sometimes at an altitude of 2 miles, again through sticky clay or desert sand, through seas of heavy mud or fords of mountain freshets.

This run was made across the American continent from San Francisco to New York by a Maxwell 1 ton Truck, in 17 days, 8 hours, and 20 minutes—a remarkable performance for any truck, but just what one would expect from a truck backed by 5 years of experience in building Maxwell Motor Cars, proverbial for their endurance and economy. Magneto, Worm Drive, 10 foot loading space, electric lights and generator. Right or left-hand drive optional.



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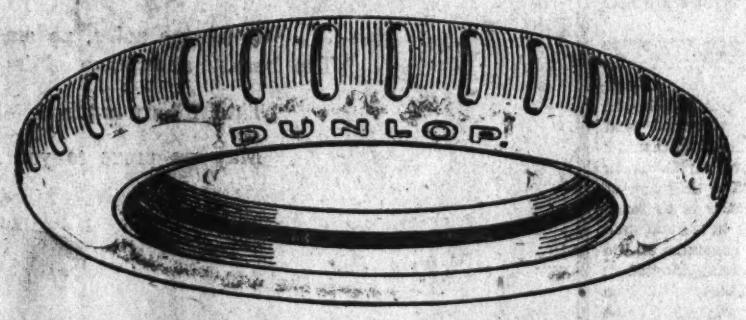

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Better test your tyre costs on miles you run rather than on the miles you're guaranteed.

In the first case you're buying tyre satisfaction or you'll know the reason why!

In the other case you're buying a mileage guaranteed and there's no argument if the tyre fails at one mile over the mileage guaranteed by the makers.

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Great Battery Designed For The Liberty Motor

All Difficulties Overcome To Make American War Planes Best In World

When a Liberty motor is giving its utmost to push forward a Liberty plane, the result to the ear at least is a noise which would hardly be welcome in the reading room of a public library, or under your window when you want to sleep.

Such is the voice of gasoline raised in protest against being introduced to the little sparks of electricity which jumps across the spark plugs 165 times every second: but the protest is in vain, for the "juice" keeps coming—165 times each second, 9,900 sparks per minute, 594,000 times in an hour—coming from a little innocent looking box full of lead and acid and water and rubber, stowed away in the fuselage, out of sight, but never out of the mind of the man whose life depends upon it.

Battery Is Motor's Soul

The storage battery is the soul of the Liberty motor. As gasoline is its food, steel and aluminum its clothing, so is electricity its spark of life. Without that spark it is an inert mass; with it the Liberty motor is a source of magnificent power.

The Willard Storage Battery Company in Cleveland had for years been making storage batteries for starting, lighting, and ignition on automobiles. When Uncle Sam decided he would take no more "nonsense" from the Kaiser, the Willard organisation was asked to design a storage battery for ignition in an aircraft motor.

The first difficulty faced was the necessary limitations on size and weight, as Uncle Sam's specifications called for a battery of a certain capacity weighing not more than ten pounds. Any motorist who has tried to lift his storage battery, knows what it weighs. Lead—the very name sounds heavy—makes up most of the storage battery, and ten pounds of the lead is not very much. The Willard engineers set to work and designed a battery of the proper capacity, weighing ten pounds and two ounces which was satisfactory to the government designers.

The Task Is Done

But size and weight were not the only obstacles. An automobile properly driven stays on its wheels and there is no danger of the acid contents of the battery spilling out. But a Liberty plane must operate just as well "head over heels" as any other way, and the Willard engineers found that they must design a battery which, while open at the top, did not spill its contents when inverted. This sounds rather difficult—and it was—but it was done just the same.

Within ten days from the receipt of the government specifications, the Willard engineers had designed and perfected a battery which had met the government's needs as to capacity, size, weight—and this battery operated up side down. This battery was adopted and never since has it been changed in any detail.

That's Inside Story

Such is the inside story of the ignition of the Liberty aircraft motor. Storage batteries have for years been recognised as the most efficient and most reliable means of providing ignition for gasoline motors, but other and less advantageous forms of ignition had to be used until American inventive genius was brought to bear on modern war problems.

The inventions of war are being rapidly turned to peace use. We are breaking our swords into plow shares, and the same little Willard battery which gave life to the Liberty aircraft motor over the Argonne is now furnishing the 9,900 sparks per minute which help to carry Uncle Sam's mail along the air lanes.

Haynes Co. Continues Sixes And Twelves

Will Build Both Types Of Engines Is Recent Announcement

The Haynes Automobile Company of Kokomo, Ind., will continue to build both six cylinder and twelve cylinder automobiles, increasing production of both as rapidly as plant conditions will permit, according to S. M. How, general sales manager.

All models are to be built with the 127 inch wheelbase. Four body types are offered in both the six cylinder and twelve cylinder styles. They are the "Fourdore," a roomy four passenger roadster with four doors, a seven passenger touring car, a four passenger coupe and a seven passenger four door sedan.

"Our 'Light Six' has won the hearty approval of more than 200,000 owners, we have enjoyed remarkable success with the 'light twelve,'" Mr. Seiberling says. "The Haynes twelve cylinder engine is a marvel for durability, flexibility and power and is destined to figure prominently in the automobile market both in this country and abroad."

Don't Underinflate Tires On Hot Days

Motorists should again be warned against the notion that the heat of a summer day expands the air inside a tire to such an extent that the tires do not need to be blown up to the same point as in winter. Experiments show that it takes terrific driving at racing speed for a considerable period to generate enough heat to raise the air pressure in a tire five or six pounds. The expansion in a car driven at an ordinary rate on a hot summer day is so slight that no allowance should be made for it when the tire is pumped up.

Motorists would do well in hot weather to test the air pressure in their tires every few days to see that the leakage of air has not reduced the pressure to the point where the tire will suffer harm.—United States Tire Company.

The Expert Says

Most car owners drain the oil out of the crankcase about three times a year, and as a general rule this used oil is simply thrown away. By adding 50 percent of kerosene to this waste oil an excellent spring lubricant is obtained. The method of using the mixture is to spray it all over the springs once a week. The oil furnishes the lubricating means, while the kerosene keeps the springs free from rust.

In the rare cases where the carbureter catches fire because of a backfire the conflagration may be extinguished by turning off the gasoline and then racing the engine. In this way the engine sucks the flaming liquid out of the carburetor and so the fire dies out of itself.

Car owners should not forget that one part of the battery system which needs attention is the distributor head. When soot forms on this part it often enables the current to pass across from one terminal to another, with preignition as a result. The track of the distributor head should be kept clean and be touched up from time to time with a kerosene soaked rag. This will prevent its becoming dirty and will keep the motor button from sticking and cutting.

In planning the home garage, remember that for a single car the minimum floor space will be 12 feet by 20 feet if you purpose doing any work on the vehicle in its shelter. Also these dimensions do not allow room for either a work bench or for storage space; they are simply the irreducible minimum for the man who intends to take care of his car.

The motorist is sometimes puzzled to know just what shape his bearings are in and does not know how to test them. Connecting rod bearings should be tested by tapping them very gently with a hammer and watching for play. For the crankshaft bearings, try rocking the shaft a little by hand with the petcocks open; if you can do this the bearings are all right.

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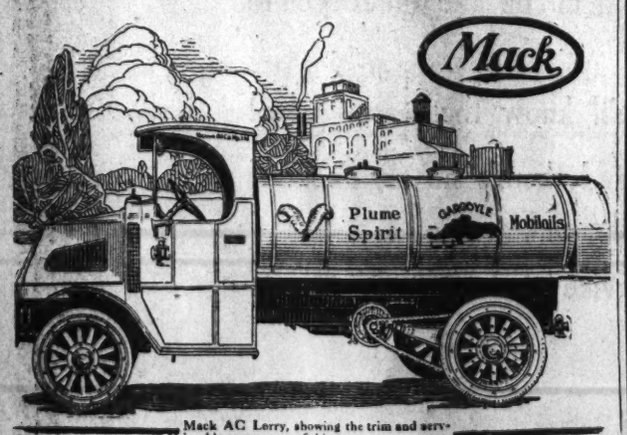
Head Of Fiat Co. Advocates International Free Traae

In the numerous discussions on the future trade policies of the leading European nations very little attention has been given to the Italian point of view. With the object of ascertaining the attitude of the Italian motor industry in general on this subject, the Italian daily paper Il Sole has obtained an interview with Cavalier Agnelli, who as managing director of the big Fiat Company may be accepted as the spokesman of the entire Italian automobile industry.

In this interview Cav. Angelli stated that it was a matter of surprise that while the foundations of a great Society of Nations were being laid in Paris on the principles of brotherhood, there was at the same time the awakening of a spirit of protectionism and jealousy. This was manifesting itself in the cry for the establishment of high customs tariffs, the outcome of which would be the perpetuation of that spirit of mistrust and unfriendliness which was at the bottom of the great war from which we are now emerging.

Those who champion this policy do not seem to realise that twenty millions of soldiers fought and offered their lives in a faith in the noble ideas of brotherhood and freedom, against which the narrow policy of restrictive tariffs is in painful contrast. The only aim of these restrictive duties is to fence in private interests; in the end such a policy will react adversely on the nation or nations having adopted it.

In advocating international free trade, Cav. Agnelli wished it to be understood that he was not doing so on the old-fashioned grounds of political economy. He was assuming that the experience of the last 5 years had taught the world to place the broader and loftier views of free international intercourse and universal brotherhood far above the time-worn contentions on free trade and protection.



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The Mack Lorry has established new records for continued service under the most trying conditions of road and load.

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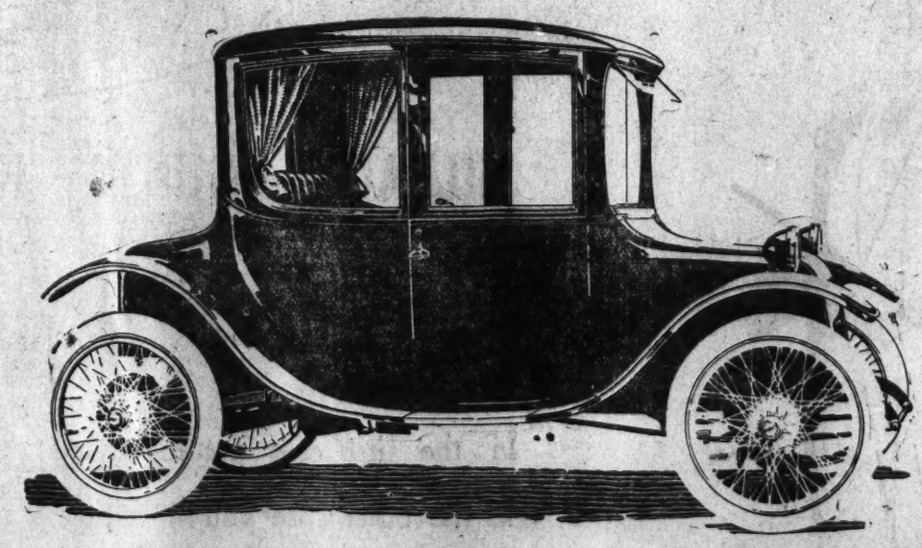
In comparison with most gas cars, the low cost of operation, maintenance and depreciation of the Milburn has much in its favor.

Its light weight means a saving both on tires and electric current. It makes the car easier to control and safer to drive.

It has no noise, no smoke, less trouble and care, but more comfort and pleasure. The beauty and grace of its long, low sweep of lines reflect a distinction all its own.

The Milburn is the car of the hour—the practical car for the entire family.

May we prove to you its advantages?



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M 8

PROVES PNEUMATIC TIRE BY HEAVY TRUCK SERVICE

Goodyear Tire Co. Inaugurated Long Distance Hauling Movement Now Popular In States

The motorising of transportation has come to play such an important part in the daily affairs of the world that many of the important details at the time of happening receiving hardly more than passing attention are now of prime interest. Things have happened so quickly that they have been taken as a matter of course.

It was two years ago that the Goodyear Tire and Rubber Company announced the inauguration of a motor truck service between the factory at Akron, Ohio, and Boston, Mass., for the purpose of transporting rubber products to the Boston territory and hauling cotton fabrics from the mill at Goodyear, Conn., back to Akron—a round trip of 1,500 miles.

It was the first long distance hauling service put into operation in America and has been successful. Pneumatic tire equipment on these trucks enabled them to operate the entire year, regardless of weather conditions, and at no time since the inauguration of the line has the service been interrupted, not even during the unprecedented snows of 1918 in the Alleghenies. Following the Goodyear example, similar lines have been established in many sections, so that inter-city hauling now is an accepted fact.

When America entered the war this line was used to transport war material from the Central West to the Eastern seaboard, and many times important shipments were rushed to the East by Goodyear express in preference to the regular transportation channels. And when the first train of the vast number of motor trucks for our forces in France was transported overland under their own power, from Detroit to Baltimore, it was one of the Goodyear trucks that served as a pilot for this train.

Along with this wonderful expansion of the motor truck into broader fields of usefulness there has been a great development of tires. There are separate fields for all kinds of tires. Some uses demand a pneumatic tire, others require a solid tire.

The type of tire depends altogether on the service expected of the truck. As between pneumatic and solids, each type affords well defined advantages. For short hauls, through congested traffic where slow speeds are obligatory and pavements reasonably good, solid tires serve economically and well. But in long distance transport, interurban freighting and general trucking, pneumatic tires are far more efficient and saving.

It is fortunate that just at the time traffic conditions became acute tire equipment trucks had advanced to a point permitting the entrance of trucks into practically every kind of service. It was in anticipation of this condition that Goodyear set about evolving a tire that would permit the motor truck to graduate from the slow-moving field. Pneumatic tires make practical certain phases of operation which formerly were out of the question.

In heavy truck service they save materially in gasoline and oil consumption. They greatly cut truck depreciation and remove danger of load breakage. They permit speeds which with any other type of tire would be expensive and indeed perilous. And they allow transportation of heavier loads on lighter classis.

LITHUANIA NEW FIELD FOR AMERICAN AUTOS

Little Republic Is Anxious To Do Business With U. S. Motor Manufacturers

To create better means of communication between her markets and her farms, Lithuania, the little republic on the Baltic Sea, seeking its freedom, is in the market for automobiles and motor trucks. America has lifted its embargo on Lithuanian trade. This opens to American automobile manufacturers a practically untouched field.

Railroad equipment, locomotives and rolling stock Lithuania formerly possessed were destroyed during the war. These must be replaced. But even before the railroads are rebuilt, the farmers of Lithuania must have automobiles and motor tractors if they are to succeed in rebuilding their war-ravaged country.

The Lithuanians in America have created good feeling toward things American. American manufacturers can immediately get hold of practically all the automobile, motor truck and farm tractor trade. The value of agricultural machinery alone needed in a country where all the work was formerly done by hand will amount to hundreds of millions of dollars.

Lithuania is also in the market for raw products, including rubber and iron, and for machinery—all for automobile manufacture.

SELF-OILING BUSHING

It is comparatively easy to make a self-lubricating bushing for the spring bolt by drilling, say eight holes, each 3-16 of an inch in diameter through a new bronze bushing. These holes are packed with graphite, when the bushing is in place. By removing the spring bolt every six months and repacking the bushing with graphite, a nearly selfsufficing bushing, as far as lubrication goes, will result.

Advancing Cost Of Materials Sending Motor Prices Skyward

American motordom's prophets who read the handwriting on the wall that July could see a goodly number of automobiles offered the buying public and a relative material drop in price certainly missed the mark entirely in their predictions, for in place of an oversupply of cars and a reduction in values, America today is practically suffering from a motor car famine, and a general advance in prices has become effective with the trend still upward.

Since the signing of the armistice last November there has been a steadily increasing demand for motor vehicles, but it is not this extraordinary call for cars that is responsible for the advance in prices for cars. It is due largely to the increased costs of the various units that go to make up the finished automobile.

Costs More To Produce

The motor car manufacturers are today discovering that they cannot market their product at the prices originally set when production was started, and their only alternative is to mark up prices to meet the increased costs of labor and materials and prevent a loss which several builders have been reported as suffering during the past three months.

From advices that have reached the Pacific Coast from the motor car building centers there is bound to be an increase in the price of all cars, and the companies that have not already announced higher figures are merely deferring the action until the exact amount of the increased cost of production can be determined.

It is pointed out that prices for materials are much higher, labor, too, costs more, and the labor differences at the various accessory plants which have prevented the automobile factories from working to capacity, in turn has added to overhead expense and production costs.

Builders On Situation

One large manufacturer is quoted as summing up his problem as follows:

"Price situation at the present time is very unsettled, owing to the fact that it is impossible to get into full production with various accessory plants tied up by labor troubles. There has been a tremendous increase in raw materials and labor is still advancing."

The views of a prominent Detroit builder follow:

"All existing conditions in labor and material markets indicate advancing tendencies, and it will take at least thirty days for us to figure out exactly what action will be necessary for us to take."

One of the leading local automobile trade authorities in discussing the situation takes the position of justifying the general advance in automobile values with the following statement:

"The purchasing power of the dollar has decreased in all lines faster than in the motor car. The dollar of today will buy more automobile proportionately than shoes, sugar, clothes or any necessity. And compared to luxuries—which the motor car has demonstrated to the world it is not—the prices for automobiles have remained at rock bottom, and the present advance is not a case of profiteering, but a legitimate added production cost."

No Chance To Check Advance

With every factory facing the same situation, and with all of them eager to maintain the present quality of their respective cars, there seems no apparent chance to check the upward trend in prices now apparent.

With costs of labor and materials advancing the manufacturer must add to his price, and there can be no reaction until a stable basis is reached permitting the builder to produce to capacity and thus bringing his overhead costs down to a minimum.

Cadillac Car Goes Across The Vosges

American enterprise and resource have again been felt in Europe. An American made automobile has this year received the honor annually bestowed upon the first motor car to cross the Vosges mountains at Le Thillot pass.

Engulfed in snow, and encountering dangerous obstacles at almost every turn, an official army Cadillac, which had been driven 68,000 miles, passed over the Vosges mountains at Le Thillot pass, and descended, covered with snow, to the little village of Curomagny.

For years the French have given great acclaim to the first car making this passage before the first of June. The passage of the Cadillac was on May 11. The snow drifts were almost impassable, though Spring thaws had already begun.

The feat of the Cadillac was witnessed by three French generals. The car was driven by Lieut. F. F. Taggart of Boston, and was occupied by Lieut. M. F. Hart, Indianapolis; Sergt. Horace G. Mockett, Swissvale, Pa., and Lieut. B. W. Johnson, Oklahoma City.

After the trying trip over the mountains the car was driven 69 kilometers in an hour and five minutes, from Epinal, France, to Nancy.

BRITISH TRADE FEARS AMERICAN CAR INVASION

New York, July 16.—Automobile manufacturers in Great Britain are awaiting with just as much anxiety as the motor car makers here the decision of the Government regarding the importation of motor vehicles. The industry in this country has been endeavoring to obtain a removal of the present restrictions, while the majority of the British makers desire that, if the restrictions are removed, heavy duties be imposed as a protection to home industries.

In commenting on what it terms the decline of the British motor car industry, The Field of London says that it is probable that the two following things will happen if there is a return to unrestricted imports:

"The American manufacturer will invade this market in such force and completeness that a considerable section of it will have to be abandoned to him, simply because, as matters stand industrially, the British motor car manufacturer cannot compete with any hope of success in the type of car the American industry produces in such huge quantities. The established British motor car manufacturer has no intention to be knocked out no matter what the fiscal policy of the Government may be, so, while some would confine themselves to cars of a type not in competition with the American, others would take their capital and energies to America, and either wholly or partly produce there in order to compete with the native American in his own market as well as in the British and colonial markets.

"It is said that some firms have their plans ready for such an operation. But no British manufacturer wants to alter his present program if that can be avoided, and so, pending the fateful decision, they are simply marking time, content to lose a modicum of business and be on the safe side, rather than proceed with a manufacturing program which might be made disastrous if not impossible, should political considerations induce the abandonment or the serious reduction of the existing customs duties on foreign cars.

"We do not believe that the customs duty will, or indeed can be abandoned, but the Government gives no sign, and doubtless will consult the political exigencies rather than the wishes, desires, or interests of the British manufacturer, both in arriving at a decision on the subject and in selecting a time to announce it. Could it be given now we believe that it would at once start the British motor industry on its determined plans."

PALMER

(ORIGINATORS OF THE THREE-RIB TREAD)

CORD TYRES

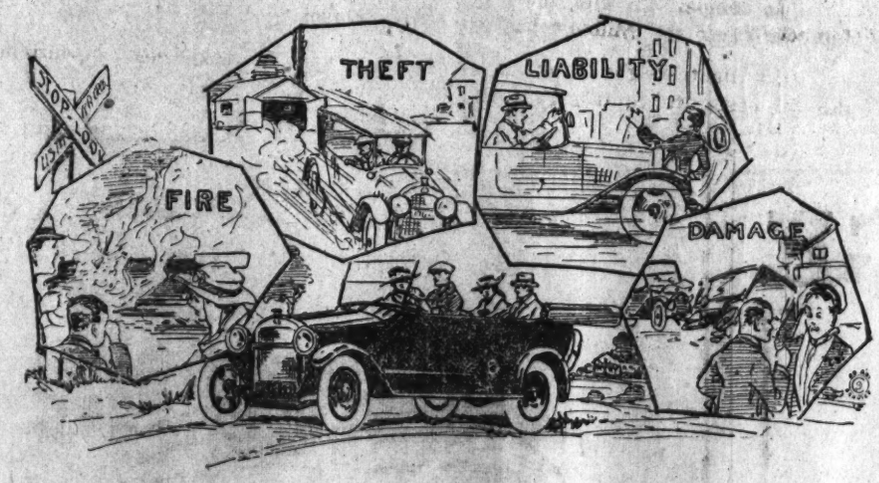
BECAUSE of their unique construction (a foundation of rubber insulated cords, instead of canvas) Palmers have greater "life" and resiliency, cannot chafe, keep cool, give greater mileage, and Save Ten Per Cent. of Petrol all the while they are on the road.

Makers also of Tyres for Cycles, Rickshas, Motor Cycles and Aeroplanes.

THE PALMER TYRE LTD.

119-123 Shaftesbury Avenue, W. 2.
London, England

The Shanghai Horse Bazaar & Motor Co., Ltd.
SHANGHAI.



Holeproof Insurance

There's fun in owning a motor car. If your insurance is absolutely "holeproof," motoring is **unalloyed** pleasure.

Does your insurance FULLY protect you? It costs nothing to find out. The mere knowing that you are fully covered will increase your enjoyment mightily.

Fire, theft, liability, damage—don't let these things be nightmares. Drop in to-morrow and have the Company's new Special Policy explained. It contains features which may be a surprise to you. If you cannot call, phone (C. 54) or write for a prospectus.

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C. E. SPARKE Insurance Office

AGENT FOR THE

Excess Insurance Company, Ltd.

U.S. Motor Manufacturers Now Have The Opportunity To Dominate World Trade

By C. R. Teaboldt

(Manager Automobile Department, Gaston, Williams and Wigmore, Inc.)

The American motor industry is now encountering the problems of a critical export phase. For this reason it is imperative that manufacturers and exporters work together in a campaign tending to maintain our present advantages and guarantee the future of the American motor car abroad.

Before the war American automobile exports were inconsequential—in fact the tide had just begun to turn so that exports were beginning to exceed imports of European cars. America, having manufactured 85% of the world's motor vehicles in 1918, now faces a seemingly definite demand for its cars but must make rapid preparation for severe competitive activity in the foreign markets, particularly that of the English, French, Italian and German manufacturers. Undoubtedly the war has taught these countries the advantages of volume production which was practised chiefly prior to the war by American manufacturers.

Conditions Vastly Changed

The war, depending to such an extent on motor transportation, created an unprecedented demand which only America was in a position to fill. Thus, for four years this country has been shipping to the allied countries virtually all the automobiles that could be produced. Before that time the American manufacturers having a fertile domestic sales field were rather indifferent toward the export demand. They considered it easier and more economical to market their output at home. They hesitated to add to their manufacturing routine the special requirements demanded by foreign specifications, boxing, financing, shipping, etc.

The American automobile manufacturer is now wide awake to changed conditions and inclined to favor exports in the same degree that he was opposed to them five years ago. The Armistice cut off his European market overnight but left him with manufacturing facilities at the high peak. More than ever he is now in favor of standardised volume production, and evidently willing to make the slight concessions necessary for foreign demand so it will absorb a definite proportion of his output. His faith in the foreign demand has increased, and probably even been exaggerated, by the unusually large number of inquiries recently received from every part of the world. However, the past four years' spectacular volume, coupled with the present active demand, tend to confuse him and overbalance in his mind the export difficulties contingent upon tariff and embargo barriers existing in those countries which have for four years been America's heaviest motor car and truck customers.

In order to gain a correct perspective it is necessary that foreign inquires be subjected to the same analysis as domestic ones, considering also that the war left the entire world with changed views and expectations of world trade. Every nation is considering its own particular problems and revising many of its policies, so that it behooves the American motor industry to do likewise in order that the thousands of American vehicles now in Europe may be properly cared for, and future business gone after aggressively and intelligently.

Four Foreign Trade Methods

Connections are being made in all foreign countries and foreign demand is being earnestly analised and studied by the Sales Department of Gaston, Williams and Wigmore, Inc. This analysis indicates here are virtually four practical ways of marketing motor cars satisfactorily and profitably in foreign countries.

1st. Indent. Where cars are shipped singly or in lots upon receipt of orders from foreign buyers, supported by New York deposits for payment against shipping documents.

2nd. Commission Representation. Through this method the manufacturer's line is represented by an export or commission house of the demand-filling type, either by exclusive representation arrangement or otherwise; the export or commission house selling through independent dealers in various territories.

3rd. Direct Representation. In this instance the manufacturer establishes his own export organisation, handling the foreign territory in very much the same manner as he handles domestic business, sending out field men and making direct contract arrangements with dealers.

4th. Combination of the Above Three Methods. Where the manufacturer is represented exclusively in foreign territory by a specialising, promotive export house having its own affiliated sales, repair and service stations, fully organised and in operation, with full knowledge of the particular requirements of its locality.

Estimating Season's Requirements

The American manufacturer, in making his domestic contracts is able to secure an estimate of the season's requirements from the various dealers and insist upon their ordering a specific number of cars. It is comparatively easy to do this where figures on the previous year's business, and other known conditions, are at hand for comparison.

Quite to the contrary it is now practically impossible to obtain such information in the foreign field except through well established, controlled connections. The manufacturer has no previous figures by which to be guided because sales of foreign automobiles do not serve as a true scale with which to estimate an American car demand. The war demand has taken vast quantities in certain areas, and any figures obtained in the past four or five years would be totally misleading if used as a basis of estimating future civilian demand.

The exporter must appreciate that it is necessary for the manufacturer to have a fairly accurate idea of the foreign requirements in order to purchase material, and outline his policy and volume of production so that he may make deliveries and arrange prices correctly.

Another element entering into the uncertainty of the exportation of automobiles lies in the fact that there will unquestionably be tariff revisions, some upward, some downward, so that one man's guess is as good as another's as to which countries will probably serve as the most lucrative fields for American cars.

In view of all these conditions, it is undoubtedly to the advantage of a reputable automobile manufacturer to operate through an export house described under the fourth classification. He thus has the assurance that his product is efficiently represented in all parts of the world, that it is placed on the market without delay, that there are experienced automobile men in the various countries ready to begin selling immediately, and that payment for his cars is secure to him before any automobile is placed on board ship. In addition he is relieved of all further responsibility concerning service, and enjoys the protection of the prestige of his name and his cars.

The export house, on the other hand, should realise that its best interests are conserved by representation of a strictly non-conflicting line, embracing only a few first class makes rather than as many as possible, in order that each manufacturer represented may receive maximum results.

The manufacturer who contracts with such a company should do so with the knowledge that his line will be placed in direct competition with many others in the same class, with the great possibility of discrimination against his line for no other reason than an apparent demand caused by a freak order for his competitor's car.

G. W. W. Offers Efficient Service

Gaston, Williams and Wigmore, Inc., together with its affiliated companies, representatives and dealers located in most of the important countries of the world, except Germany and Austria, is probably the best equipped company in existence to represent the manufacturer creditably and to produce maximum results in minimum time.

In proof of this assertion this company sold and shipped more cars and trucks to Europe during the war than all other companies combined, shipping to England alone 17,772 motor vehicles. It has established, and has in actual operation all over the world, a complete system of sales rooms, repair shops, service stations, stocks of parts, and experienced sales and repair organisations, making it easily possible to render service and protect the manufacturer's product whether it be in South Africa, England, France, Russia or South America.

Each of these foreign affiliated houses has its own network of dealers and distributors. This not only makes possible a maximum volume of business, but insures that every car sold will be given service, in order that it may lead to repeat orders.

Prospects For The Future

American automobile exportation abroad will increase in a greater or lesser volume, according to how intelligently the campaign is laid out and followed up. The recently created American merchant marine, the perfecting of world-wide bank and credit arrangements, the better acquaintance with American methods, and recognition of American sincerity engendered by our participation in the war, the better understanding of geographical lines, and an intelligent appreciation of the economical needs of the various countries, all tend towards increased American export business of all kinds, particularly motor vehicles. American economical manufacturing methods all lean towards large volume production.

A Formidable Combination

The manufacturer quoting on lowest possible prices consistent with a good car; the export organisation carrying out a well planned sales and service campaign; the foreign affiliation absorbing the entire line for which it has a market in its specific territory and pursuing an aggressive sales and service campaign along approved lines in its district, all form a unit that will without question make the American automobile predominant all over the world.

DEMAND FOR AMERICAN CARS IN LATIN COUNTRIES

From 1912 to 1916 the value of automobile exports from the United States rose from G.$25,657,294 to G.$110,138,831, according to a report from the Bureau of Foreign and Domestic Commerce. Shipments during that period to Latin America increased 708 percent; the value of similar exports to Europe in 1916 was ten times that of the shipments in 1912. The highest point was reached in 1916, when shipments were worth over G.$120,000,000 and consisted principally of motor trucks for war uses. Notwithstanding the restrictions imposed by the United States Government during the war, exports during the fiscal year 1917 amounted to G.$118,377,047, in 1918 to G.$110,138,831, and during the first nine months of the 1919 fiscal year, to G.$75,800,000.

While European trade has declined since 1916, exports to Africa have increased 9 percent; shipments to Asia and Oceania rose 21 percent in 1917, but fell 26 percent in 1918. Trade with Canada and other sections north of the United States increased 43 percent in 1917 and 11 percent in 1918. Exports to Canada in 1918 amounted to G.$23,600,000, or nearly as much as the value of shipments to all Latin America. Exports of cars to Latin America increased 252 percent in 1916, 101 percent in 1917, and 47 percent in 1918. The jump in 1916 succeeded the general depression that followed the outbreak of the war.

In 1912 motor cars and trucks sent to Latin America constituted 11 percent of all exports of this class. In 1913 the value of the shipments rose to 14 percent of the total, but fell to 10 percent the next year, and reached the lowest mark, 3.5 percent, in 1915. In 1916, though exports to these countries were worth almost twice as much as in 1913, they constituted only 6.8 percent of the whole; in 1917 they grew to 14 percent and in 1918 to 22 percent.

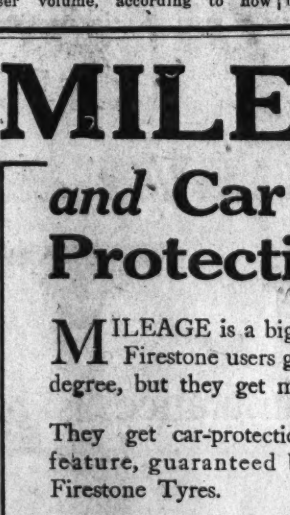
MILEAGE

and Car Protection

MILEAGE is a big thing, of course, and Firestone users get it in the maximum degree, but they get much more than this.

They get car-protection, a vital Firestone feature, guaranteed by the resilience of Firestone Tyres.

Now, more than ever, it is vitally important to save wear and tear on your car and the Firestone tread is not only tough enough for long, strong wear, but the rubber is of the quality which absorbs shocks, protects the mechanism and reduces repairs to the minimum. Equip today.

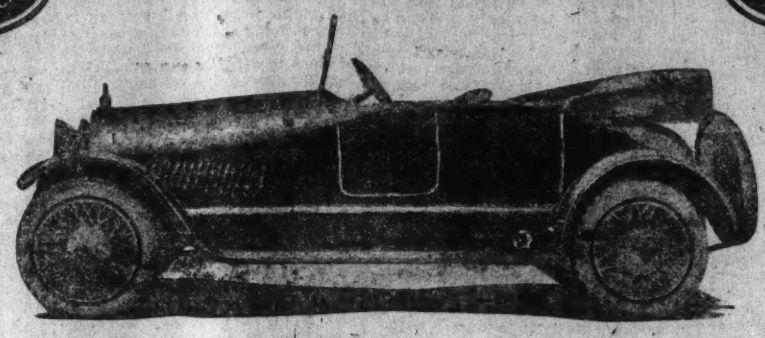


CENTRAL GARAGE
2A JINKEE RD. SHANGHAI

Firestone Tyres

TWO NEW CARS FOR SHANGHAI MARKET!

HAYNES



The "Fourdore" Four-Passenger Roadster Model 39 ("LIGHT SIX").

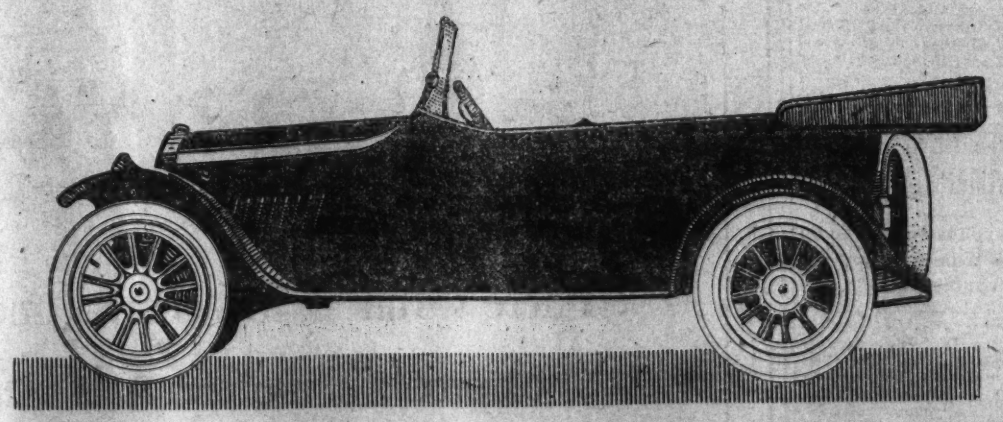
Low-swung and racy in its dominant eye-arresting proportions, the new Haynes' "Fourdore" commands unbounded admiration. It ushers in the latest refinement in this popular model. Easy and extremely comfortable to ride in, it offers decided advantages over the usual run of roadsters.

Seven-Passenger

The seven-passenger car, externally beautiful, is but one of its appealing virtues. It is constructed to provide unusual room without surplus weight. The auxiliary seats are ample for grown-ups, and disappear when not in use.

OAKLAND

"Sensible Six"



There are more than 100,000 enthusiastic Oakland owners in the U.S.A., satisfied with the efficient and dependable performance, combined with economy of operation and maintenance.

Call and inspect these latest models; they are something different to what you have been used to seeing—away above the ordinary.

The China Garage Co.

21 FOOCHOW ROAD

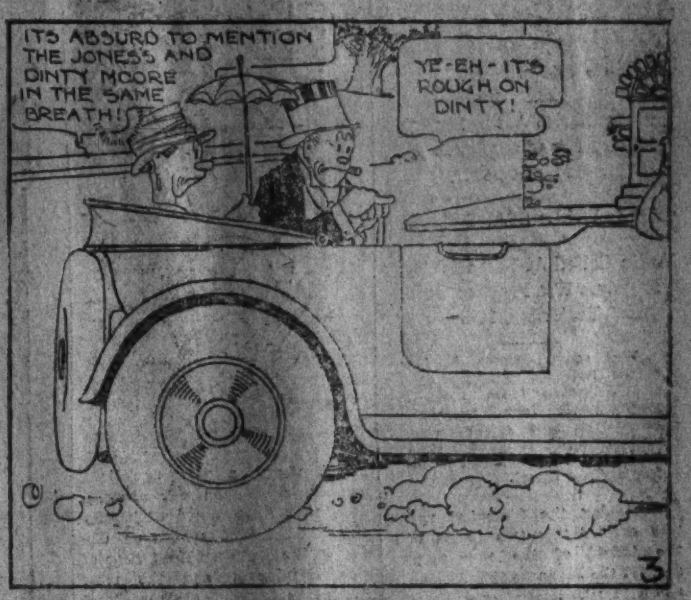
TELEPHONE, CENTRAL 2403

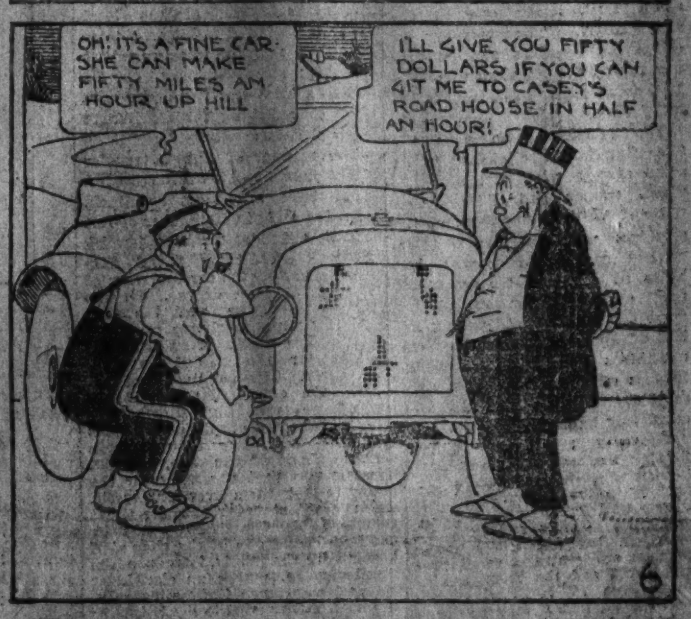
Sporting and Comic Picture Section

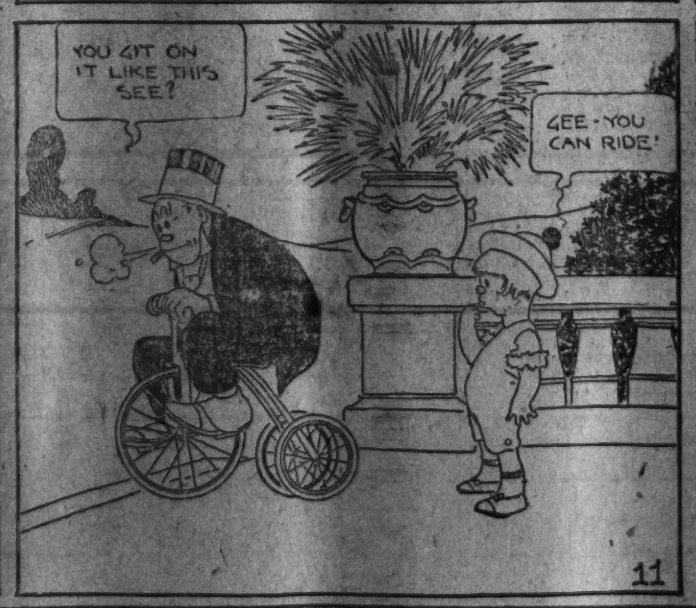
Sunday, September 7th, 1919

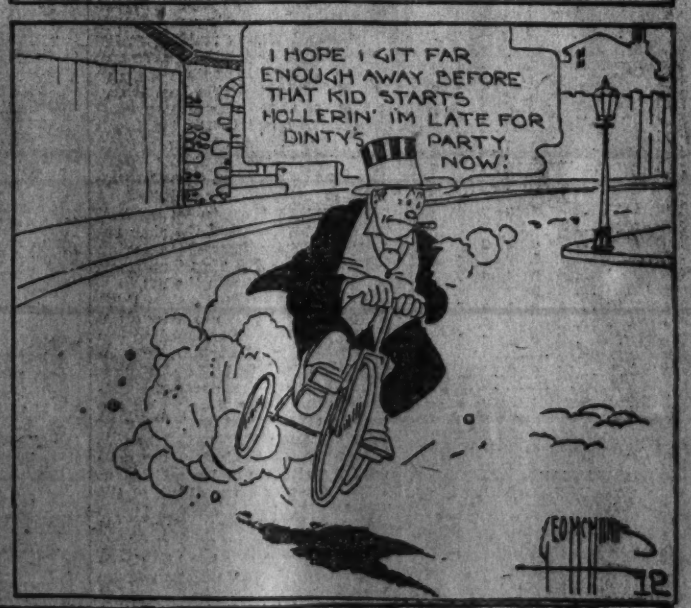
Bringing Up Father

I'M GLAD YOU'RE ALL DRESSED- WE'RE GOING TO THE JONES'S GARDEN PARTY- WE MUST START EARLY
I WANTED TO GO TO DINTY MOORE'S BIRTHDAY PARTY.
2




OH! IT'S A FINE CAR- SHE CAN MAKE FIFTY MILES AN HOUR UP HILL
I'LL GIVE YOU FIFTY DOLLARS IF YOU CAN GIT ME TO CASEY'S ROAD HOUSE IN HALF AN HOUR!
6





SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, SEPTEMBER 7, 1919

JAPANESE PLAY THIS AFTERNOON

Resume Series With Shanghai Team For Championship Of Settlement

GAME WILL START EARLY

To Be Called At Three O'clock; Regulars Win Practice Game Yesterday, 10-5

The second game in the series between Shanghai and the Japanese team will be played at the Race Course this afternoon. The game is to start promptly at three o'clock with either Scott or Gill pitching against Imayi.

Yesterday the Shanghai squad was divided into two teams with the infield of the nine to play against the Japanese this afternoon as a nucleus for one of the aggregations. The teams were called the Regulars and the Yannigans and the Regulars won by a 10-5 score, making five runs in the last inning.

The practice game gave the Shanghai infield a chance to do some snappy work and although Crow, Cooper and Wilhoit contributed to the error column, the combine, with Hoffman at short, worked well. The players had loads of pep. All the first-string men except Cooper turned in a good day at the bat, getting five hits off Johnny Scott in three and two-thirds innings after driving Bowers off the mound with three solid clouts in the third that were effectively bunched.

Cooper and Wilhoit staged the fielding features, Cy going nearly to the first-base bleachers for a foul fly in the fourth.

Plenty Of Hitting

Hopkins, Bowers and Scott were hit hard but not too often, the regulars only getting nine off Bowers and Scott and the Yannigans clipping seven off Hopkins. Glauque was the big man with the stick, hitting a homer and a triple in four trips. Hoffman, Wilhoit and French also hit three baggers. Cy banging one to the Golf Club that was good for a circuit but for Twogood's fast fielding.

Glauque's triple and Crow's error gave the Yannigans a tally in the first and Glauque's homer added another in the third.

Hoffman's triple followed singles by Bradley and Crow in the fourth while Glauque and Held contributed the necessary errors to allow Hoffman, Bradley, Crow and Cooper to score and give the Regulars a two-run edge.

In the fifth French tripled with three on, making the score 5-4 with the Yannigans now in front, the Regulars tied it up in the sixth and then chased five runs across in the last inning.

Three errors, a triple and two singles told the story in the seventh.

Today's Game Early

Today's game is to start promptly at three o'clock although originally advertised for half an hour later. The change was announced late yesterday afternoon.

The box score of yesterday's game:

The box score:

Regulars

	AB	R	BH	TB	PO	A	E
Wilhoit, 1b.	4	1	2	4	7	1	1
Crow, 3b.	4	2	1	1	1	0	1
Cooper, 2b.	4	2	0	0	4	1	1
Bradley, c.	4	1	1	1	8	2	0
Hopkins, p.	4	1	2	2	0	7	0
Hoffman, ss.	4	3	3	5	1	1	0
Bush, cf.	3	0	0	0	0	0	0
Cavanaugh, rf.	4	0	0	0	0	0	2
Jung Hoo, lf.	3	0	0	0	0	0	1
Totals	34	10	9	13	21	11	7

Yannigans

	AB	R	BH	TB	PO	A	E
Glauque, 3b.	4	2	2	7	2	3	2
Scott, ss, p.	3	2	0	0	1	3	2
Pruitt, 1b, ss.	3	0	2	2	4	1	4
Held, c.	3	1	2	2	4	2	2
Bowers, p, 1b.	4	0	0	0	5	1	1
French, 2b.	4	0	1	3	5	2	1
Twogood, lf.	3	0	0	0	0	0	0
Read, cf.	3	0	0	0	0	0	0
Alexander, rf.	3	0	0	0	0	0	0
Totals	30	5	7	14	21	12	12

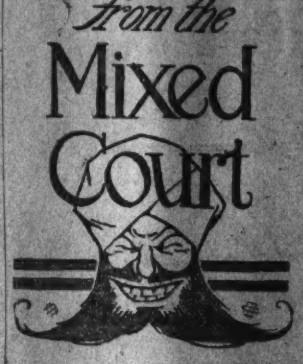
By innings:	1	2	3	4	5	6	7	R	H	E
Regulars	0	0	0	4	0	1	5	10	9	7
Yannigans	1	0	1	0	3	0	0	5	7	12
Hits by innings:	1	2	3	4	5	6	7			
Regulars	0	1	0	3	1	1	3		9	
Yannigans	2	0	1	0	3	0	1		7	

Earned runs—Regulars, 6; Yannigans, 3. Left on bases—Regulars, 2; Yannigans, 4. First base on errors—Regulars, 9; Yannigans, 6. Three base hits—Wilhoit, French, Hoffman, Glauque. Home run—Glauque. Stolen base—Bradley. Struck out—by Hopkins, 8; by Bowers, 2; by Scott, 2. First base on balls—off Hopkins, 1; off Bowers, 1; off Scott, 1. Double play—Glauque to Pruitt to Scott. Hit by pitcher—Pruitt. Passed balls—Bradley, 2; Held. Wild pitch—Bowers. Losing pitcher—Scott.

Umpire—Dr. Clapp.

Time of game—One hour and 40 minutes.

Smiles from the Mixed Court



Just about a year ago Zung Kwan-sung dropped out of sight, along with $700 worth of jewelry which had formerly been on display in the Nanking Road shop of Woo Mai-doong, and the most diligent attention of the local police force failed to hit on a trace of either man or treasure. Woo had long since catalogued the deficit as a total loss and had almost given over hoping for disaster to befall the defrauder.

The manner of Zung's transfer of the jewels to his own uses combined both adroitness and luck. On a day early in September of last year he called at the Woo jewelry shop and asked to be shown costly ornaments suitable for the wear of a lady of high degree. He was commissioned, he told the shop assistant impressively, to round up a complete outfit of swell adornments for the wife of a visiting Mandarin. The assistant brought forth the cream of the establishment's wares and Zung discriminatingly culled a couple of handfuls of the best. He thought these would about fit the case, he said, but it was first necessary for the lady to look them over for herself. She was stopping at the Great Eastern Hotel and he would be glad to escort one of the shop staff over with the jewels, introduce him and see the transaction closed.

So the shopman tied up the selections and they went to the hotel. In the lobby Zung requested his companion to be seated while he went up stairs to prepare the lady for the visit. In about five minutes Zung reappeared and, apologising profusely, explained that certain slight difficulties had arisen. A Mandarin's wife, it seemed, could not enter into business transactions direct with a retailer. It was against all precept and convention. Zung pondered a bit as if in great perplexity, then brightened and said he thought they could get round the obstacle. He would take the stuff in and close the deal himself, just to be obliging. The shop assistant said that was all right, but he'd like to go along, not to enter into the transaction personally, but just to be around. Zung agreed, took over the parcel and headed for the lift. When they got to it there was just room left for one more passenger. Zung stepped in, told the assistant he'd meet him on the third floor and disappeared up the shaft. The assistant toiled up the stairs and spent the rest of the afternoon asking guests and hotel attaches if they had seen a small, middle-aged gentleman, carrying a paper wrapped parcel.

One day last week a gentleman walked into the jewelry store of Zung Sih-tsaung, just half a block away from the store of Mr. Woo, and requested to be shown some first class gems. They were for a lady named Waung residing at the Great Eastern Hotel, he said and picked out $550 worth which he thought would tickle her fancy. Again a shop assistant accompanied the agent to the hotel and again he waited on the ground floor while the emissary went above and discovered that the prospective purchaser couldn't consider engaging in traffic with a mere shop man. And the shop assistant likewise insisted in seeing the deal through. This time there was plenty of room in the lift.

When they alighted on the third floor the agent began to show signs of nervousness. He rapped at one door and then at another, apologising when told that Mme. Waung did not occupy those rooms. Finally he rapped at a door which the shopman recognised as leading to nothing more habitable than a bath room and the latter then called for assistance and a policeman.

Placed among seven others at the police station the prisoner was unerringly and enthusiastically singled out by the shopman from the Woo store as the man who left him climbing stairs at the Great Eastern a year ago.

Zung denied it all in the Mixed Court and insisted that he really had been deputised to buy rings for Mme. Waung, though he had forgotten her room number. The court listened patiently and then ordered Zung interned for three years.

The Hypercritical Inspector

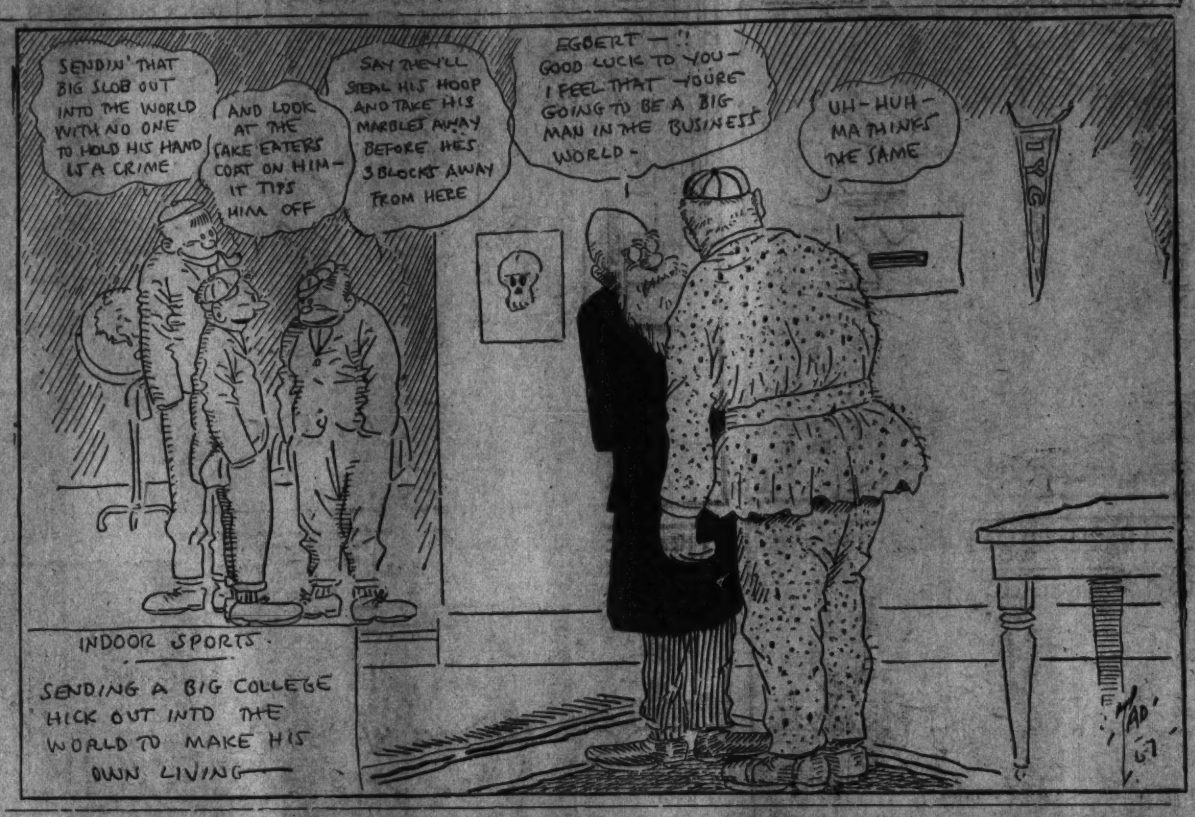
The sanitary inspector narrated to the court how, on many occasions, he had warned Tseu Tsang-ze that unless the filthy condition of the latter's foodshop on Miller Road was remedied there would be one less license standing as operative on the Municipal books. Tseu would always express sorrow and tell the inspector that he was planning to move next day to another shop. But he never moved and the refuse continued to accumulate about the premises.

The court asked Tseu what he had to say for himself.

"The refuse and dirt was only on the floor," said Tseu indignantly. "It wasn't all over the shop."

After which the restaurateur paid the court $5 and was warned once more to reform.

INDOOR SPORTS · By Tad


SENDIN' THAT BIG SLOB OUT INTO THE WORLD WITH NO ONE TO HOLD HIS HAND IS A CRIME
AND LOOK AT THE FAKE EATERS COST ON HIM— IT TIPS HIM OFF
SAY THEY'LL STEAL HIS HOOP AND TAKE HIS MARBLES AWAY BEFORE HE'S 3 BLOCKS AWAY FROM HERE
EGBERT — ! GOOD LUCK TO YOU— I FEEL THAT YOURE GOING TO BE A BIG MAN IN THE BUSINESS WORLD—
UH-HUH— MATHINKS THE SAME
INDOOR SPORTS.
SENDING A BIG COLLEGE HICK OUT INTO THE WORLD TO MAKE HIS OWN LIVING—

At The Theaters

At today's matinee at the Apollo theater "The Ninety and Nine," which has proved to be an attraction of the first order, will be shown for the last time. The main offering of the bill tonight at the Apollo will be "Madame and Her Godson," an uproarious farce comedy full of action and humorous situations.

Bryant Washburn returns to Shanghai in the new bill which opens at the Apollo tomorrow. He appears in "Twenty-one," a Pathe production, which has attracted much favorable notice. It is a light comedy in five reels. The new bill includes the comedy, "She Needed a Doctor," and Pathe's American Gazette.

An offering of exceptional interest this week is the concert program to be given on Wednesday evening at the Olympic Theater. It is to be presented by a quartette of musicians of the first rank. Amelia Silvestri, who is the dramatic soprano of the company, is a celebrated Italian prima donna. Mlle. Rose Filocamo, coloratura soprano, is heralded as the most celebrated artiste of her age in the world. She is fifteen. Signore D. F. Amelias is a mandolinist virtuoso and the fourth member of the company is Mlle. Maria Milocamo, mezzo soprano.

George Beban, noted character actor, appears at the Olympia theater tonight in what has been called one of his greatest pictures, "The Bond Between." It is a Paramount production.

"The Prison Without Walls," in which Wallace Reid and Myrtle Stedman are co-stars, is the feature of the program tonight at the Victoria theater.

At the open-air cinema show at St. George's Garden on Bubbling Well Road the five-reel comedy "Twenty-One" will be shown tonight. Bryant Washburn stars in this picture, which unfolds a pleasing love story full of unusual situations and novelty. The bill includes also Pathe's news and other new films.

Two new episodes of the "Beatrice Fairfax" series, each of which forms a complete story, will be shown on the program today at the Isis theater. The bill includes also a performance by The Cliquet Family. Opening tomorrow at the Isis the main feature of the bill will be the picture "Salvation Joan," in seven parts. Edna May stars in this production.

Cricket Club Draws With The 'Rest Of Shanghai'

Darkness Ends Match Before Home Team Equals Score; Parsees Beat Customs And Interporters Swamp Navy

The Rest of Shanghai were visitors to the Cricket Club's ground yesterday afternoon and drew with the home club in a very interesting game.

Capt. Cooper had the luck of winning the spin of the coin and his first wicket stand, totaling 58, made between Ellis and Milner, was the best stand of the day. Ellis was missed twice by Tweedlie in the slips before he had reached double figures and the lives given him helped very much to the uphill task the homesters had to contend with.

Milner was the first wicket to fall, through the medium of Claxton, a very well known Interporter from Hongkong who will in all probability be in the Hongkong crew this year when Shanghai visits that port. He succumbed to Langley's bowling.

Hansell and Read opened the bowling for the Club but the latter being off color was replaced by Knight and although the change did not call for the fall of any of the wickets it helped to keep the score down for the wicket and everything was in the batsmen's favor. Unusual for Milner he hit out very freely and before play had been going 30 minutes the score had passed 40. Milner compiled 34 out of the 58.

Willis joined Ellis and the two carried the score to 95 when Willis, in trying to knock Moule for the tapes, was stumped by Claxton, 95-2-22. Bhoora was given out l.b.w. to Hansell's appeal; Walter Wilson was very nicely caught by Moule at point when Cooper joined Ellis and the two carried on, hitting out freely till Ellis got reckless and in trying to pull a straight ball from Langley had to take the shelter of the pavilion after collecting 54, the highest score of the match, giving only two chances, as referred to above.

T. Main and A. F. Ollerdessen with 12 and 11 not out respectively were the only two of the rest of the visiting team to reach double figures, the innings closing for 194 for 9 wickets. Fielding on the part of the home team was mediocre, more football than cricket being seen. With the exception of Moule, Tait and Hansell the team showed up none too well.

Hansell collected 5 wickets for 50 runs, Langley 3 for 54 and Moule the remaining one for 27.

After the interval Deeks and Knight faced Shroff and Ollerdessen but Knight after starting well was given a ball by Ollerdessen which had him guessing all the way, result 12-1-8.

Norman and Deeks then became partners and the heavyweights let themselves go, more especially the former, who in one over collected a six, two fours and a three off Shroff, Deeks supplying the necessary one to allow Norman to make his six over towards the Danish Tennis Club. Moule joined Norman after Deeks had been bowled by Main, with a fast ball which took the batsman's leg stump out, and these two continued to work havoc with the bowling till Norman knocked up a catch which Main made sure of.

Claxton and Moule then became partners and in one of the nicest partnerships yet seen on the local cricket grounds the pair of them showed the well filled stand of spectators just how cricket should be played. Claxton in an innings of 11 played some of the finest shots yet seen and is all in a class far above the average local players. Barrett and Claxton would be an interesting couple to watch. Tait was nicely held by Main after adding 9 to the score sheet and Hansell and Moule carried on bravely till dark sealed the issue, stumps being drawn at 7:15. Moule garnered 34 and Hansell 7, both not out.

The odds were too great for the homesters to pick up in an hour and half what the visitors made in two and a half hours. Main headed the bowling list with 2 for 34 and Wilson, who had only had three overs, collected 1 for 12. Fielding was better than the homesters' display but again there was too much foot work to make the game what it should have been in this line.

The figures:

Rest

J. J. Ellis, b. Langley	54
F. Milner, c. Claxton, b. Langley	34
A. J. Willis, st. Claxton, b. Moule	22
C. H. Bhoora, l.b.w., b. Hansell	7
W. S. Wilson, c. Moule, b. Hansell	8
H. J. Cooper (Capt.), b. Hansell	18
W. T. Manley, c. Tait, b. Hansell	3
R. F. Shroff, c. Moule, b. Langley	6
T. Main, not out	12
C. E. Ollerdessen, b. Hansell	3
A. F. Ollerdessen, not out	11
Extras	16
Total	194

Bowling Analysis

	O	M	R	W
W. Hansell	19	1	50	5
W. Read	3	1	19	–
C. Knight	6	–	28	–
H. Langley	15	1	54	3
W. Moule	5	–	27	1

S. C. C.

S. J. Deeks, b. Main	18
C. Knight, b. Ollerdessen	8
E. G. Norman, c. Main, b. Bhoora	34
W. H. Moule (Capt.), not out	39
A. Claxton, b. Main	11
E. G. Tait, c. Main, b. Wilson	9
W. U. Hansell, not out	7
W. O. Lancaster, W. S. Read, H. Langley and N. Tweedlie, did not bat	0
Extras	4
Total	136

Bowling Analysis

	O	M	R	W
R. Shroff	7	3	29	–
C. Ollerdessen	7	–	39	1
C. H. Bhoora	9	3	28	1
T. Main	11	2	34	2
W. S. Wilson	3	–	12	1

Parsees Win From Customs

The Parsee Cricket Club were at home to the Customs Cricket Club

(Continued on Page 8)

Special Constables Shoot

Details of the program for the Shanghai Special Constables day at the Rifle Range, Hongkew, were given out yesterday by Assistant Commissioner of Police A. L. Anderson. All specials will appear in uniform. The shoot will take place from 4:30 until dark on Wednesday, September 17. Transportation for specials will be provided by automobile from Jinkee Road at 5:15 p.m., sharp. Application for guest tickets may be made to Mr. H. C. Norman at The China Press.

The challenge team shoot is set for 5:30 p.m. and will be a contest between eight men from the specials to be selected later and teams from the Foreign and Sikh branches of the police force and the Defense Company. This shoot will be at 15 yards, deliberate firing of six rounds, standing and without support. The prizes for this contest are presented by the Shanghai Stock Exchange.

The squad shoot, scheduled for 6 p.m., is open to teams made up of a warning officer and not less than four members of his squad. Six rounds will be provided to be fired at 20 yards, standing and without support, the target, figure 5, exposed 20 seconds. On figure 5 points will be scored, elsewhere in target three points. Prizes will be presented by Second Assistant Commissioner MacDonald.

Following the squad shoot will come a tug-of-war and an equipment race, each for prizes.

At the same time that this program is in progress there will be two pool shoots with the revolver on the opposite side of the range, one at 20 yards, the other at 30. These will be at the rate of 20 cents a shot or six for one dollar, the pool to be divided among the highest scorers of "bulls" at the command of "cease fire." All shooting will be done with the 45 caliber Webley revolver.

Tea and other refreshments will be served.

Lawn Tennis

Entries for the gentlemen's lawn tennis doubles championship must be accompanied by the entrance fee of $10.

The Chinese doubles championship of Shanghai was won by Messrs. S. B. Lee and C. L. Hsih from Messrs. C. G. Hoh and C. H. Tyau in an exciting match which was closely contested throughout.

INTERPORT CRICKET

Singapore, August 29.—A Straits cricket team will visit Hongkong on November 24 for triangular games with Hongkong and Shanghai.

BROWN WINS QUARTER MILE

Fetherstonhaugh Takes 100 Yards Swim, Second Championship Event At Gala

S.I.S.C. WINS POLO GAME

Defeats Rowing Club 2-1 In One Of Best Matches Seen At Municipal Bath

Last night at the Municipal Bath there was an even larger attendance of spectators, to witness the concluding events of the thirteenth annual swimming gala and aquatic sports of the Shanghai International Swimming Club.

There were two Shanghai Championships on the card the 100 yards and quarter mile. The former event was won with great ease by E. V. Fetherstonhaugh in 60 3-5. E. F. Mears, his only opponent being many feet behind. The quarter went to J. B. Brown who covered the course in seven minutes, six and two-fifths seconds.

The flying squadron team race between the S.I.S.C. and the Rowing Club was an item that aroused much interest. The Rowing Club won after a spirited contest.

The water polo match was one of the best ever seen in the municipal tank. Right from the beginning play was fast and furious. Mears had hard luck in having a fine goal he scored disallowed but he soon after put one through about which there could be no mistake. Both sides were continually penalised for fouls. Ozorio made some sensational saves. Encarnacao made more than one wild shot. Another goal of Mears was not allowed.

The whistle went for half time with the score reading:

S. I. S. C. ..... 1 goal
S. R. C. ..... nil

On the re-start Mears struck the side post with his shot and Barnes had to concede a corner to save. Bertes had a chance to score but shot very wide. Brodie scored from a scramble in front of goal, thus equalising the score. Encarnacao however soon gave his side once more a lead which was well deserved on the play. The final result was:

S. I. S. C. ..... 2 goals
S. R. C. ..... 1 goal

Mr. P. Fowler refereed.

No account of this gala would be complete or representative without mention of the debt Swimming enthusiasts here in general and his own club in particular owe to Mr. J. H. McGregor, the popular and energetic honorary secretary of the S.I.S.C.

Event 1.—One Length Club Handicap.

First prize presented by H. McFarland, second prize presented by S.I.S.C. Heats swum off September 2.

FINAL

	Receives
H. Collaco	9 secs.
P. A. da Costa	7 "
R. F. Remedios	5 "
A. Remedios	4 "
R. Ozorio	3 "

Winner R. F. Remedios; second A. Remedios. Time—24 secs.

Event 2.—High Diving.

Each competitor to dive once from each of the 2nd, 3rd and 4th steps. Total points obtainable 36. First prize presented by Mr. Ah Ching, second prize presented by S.I.S.C.

Winner A. M. Gutierrez; second E. C. J. Pereira.

Event 3.—100 Yards Shanghai Championship.

First and second prizes presented by Mr. E. T. Byrne.

Winner E. V. Fetherstonhaugh; second E. F. Mears. Time—60 3-5 secs.

Event 4.—Obstacle Race

First prize presented by Mr. E. T. Byrne, second prize presented by S.I.S.C.

Winner G. V. Jensen; second F. Remedios.

Event 5.—Long Plunge Club Handicap

First prize presented by Mr. G. B. Stormes, second prize presented by S.I.S.C.

Winner C. A. Figueiredo (24 feet). Distance 68 feet 5 ins.

Second J. H. McGregor (scr.) Distance 65 feet 11 ins.

Event 6.—440 Yards Shanghai Championship

First prize presented by S.I.S.C., second prize presented by S.I.S.C.

S. M. Haight (S.I.S.C.)
C. Encarnacao (S.I.S.C.)
E. A. Brodie (S.R.C.)
J. B. Brown (S.R.C.)

Won by J. B. Brown; second S. M. Haight. Time 7 min. 6 2-5 sec.

Event 7.—Final—Ladies' Sweepstakes Handicap.

Winner Ozorio (Mrs. Chang); second Waller (Mrs. J. H. Mc-

Gregor); third Witschi (Mrs. E. F. Thorpe); fourth Mellows (Miss Viera).

Event 8.—Diving for Objects.

Eighteen objects will be thrown into the bath, the competitor obtaining the most in one dive will be declared the winner.

First and second prizes presented by S.I.S.C.

Winner W. F. Hamlin, No. of objects—8; second Remedios, No. of objects—7.

Event 9.—Inter-Club Relay Race.

Four men to a team. Each man to swim one length. S.I.S.C. v. S.R.C. Four individual prizes presented by S.I.S.C.

S.I.S.C.—C. Encarnacao, C. E. Ozorio, F. A. Remedios, E. Mears.

S.R.C.—J. B. Brown, A. P. Goldman, E. A. Brodie, E. V. Fetherstonhaugh.

Winner Rowing Club. Time—1 min. 10 secs.

Event 10.—Water Polo.

Shanghai Rowing Club v. Shanghai International Swimming Club.

Seven individual prizes presented by S.I.S.C. For the "Hongkong" Cup. Holders: S.I.S.C.

S.R.C. (white)—E. G. Barnes; W. J. Brown, T. R. Macdonald; L. Bertes; A. Goldman, E. A. Brodie, J. B. Brown.

S.I.S.C. (blue)—C. E. Ozorio; V. Elliott, J. H. McGregor; F. A. Remedios; L. Encarnacao, E. Mears, C. J. Ercarnacao.

Winner: S.I.S.C. by 2 goals to 1.

Lawn Bowls

S.L.B.C. v. Junior Golf Club

The Shanghai Lawn Bowls Club will meet the Junior Golf Club in an inter-club match this afternoon at 4:30 o'clock on the S.L.B.C. greens. The teams will be as follows:

J.G.C.—J. Burnside (skip), G. Sherman, J. Marshgreen and H. Macfarland.

G. B. Stormes (skip), F. George, P. Ephgrave and F. Downs.

D. MacAlister (skip), A. Mackintosh, A. E. Hayward and M. B. Anderson.

A. Braid (skip), P. B. Critchley, J. Rush and W. R. Kinipple.

S.L.B.C.—A. D. Bell (skip), J. J. Sheridan, W. B. Pitt, W. N. C. Allen.

J. T. Disselduff (skip), Ellis Hunter, E. Payne, F. L. Marshall.

J. C. Macdougall (skip), J. Buckley, F. Large, R. Simmons.

O. Crewe Read (skip), J. Munro, J. D. Gaines, J. Valentine.

Reserves—J. Scotson, G. MacSweeny.

S. R. C. v. Yangtszepoo

The Shanghai Recreation Club bowlers will play the Yangtszepoo Lawn Bowls Club an inter-club match at Wayside Park today at 4:30 p.m. The following will represent the Recreation Club:

H. S. Smyth (skip), E. Fanstone, E. Noakes, E. O. Thomas.

H. Veitch (skip), W. S. Featherstonhaugh, A. J. Brown, N. David.

R. J. Bowerman (skip), H. Peck, P. W. Reeves, J. E. Grant.

A. Eek (skip), J. E. Lucas, T. Poignand, S. Wallace.

Reserves—J. Green, H. Ollerdessen, H. Rice, J. Johnson, H. Landers.

Today's Band Program

Performance by the French Municipal Band will be given today, weather permitting, at the Kouraza Public Garden, at 9 p.m., program as follows:

1. Les Chasseurs d'Afrique—Marche ..... Porot
2. La Tortajada—Valse ..... Morena
3. Pas des Patineurs—Danse ..... Farrigoul
4. Le Mikado—Fantaisie ..... Sullivan
5. La Japonaise—Romance. Telma
6. Arabesque—Air Oriental. Telma
7. Tendresse—Valse ..... Waldteufel
8. Le Pere la Victoire—Pas redouble ..... Ganne

Le Chef de Musique
J. F. Heymans

Music For Tomorrow

The following program will, weather permitting, be played by the Band in the Public Garden Monday afternoon at 5:30:

1. March—Decisions ..... Brown
2. Overture—Pique Dame ..... Suppe
3. Waltz—Moments In Time ..... Buse
4. Selection—The Belle of Cairo ..... Kinsey-Pelle
5. (a) One Step—Good bye, Broadway—Hello France ..... Baskette
   (b) Fox Trot—Yock-A-Hilto Town ..... Donaldson
6. Selection—Manela ..... Lecocq

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Conductor-in-Charge.

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A Lady Of Versatile Talents Is Miss Vera Doria

Miss Vera Doria

By Domino

One of the prettiest plays that I saw while over in America was "Polly With A Past" in which Miss Ina Claire played the role and was well supported by a clever little lady who is known here and admired for her playing some years ago with the Bandman Comedy Company. Most of us remember Mr. Compton Coutts in "Grumpy" and all of us recall Miss Betty Linley. Well it was this lady who played in the piece that we are to see for the first time tomorrow night at the Lyceum Theater. While on the subject I may as well tell you that Miss Linley has recently been married to a wealthy Polish count and that Belasco thinks no end of her ability as an actress. He is now thinking of starring her in the movies and won't hear of her leaving the stage even for that very nice husband of hers.

In tomorrow's production Mr. Frawley has chosen Miss Vera Doria to play the lead. Without giving too much of the game away you may as well know that Polly has to be the most tantalising little French lady that ever tempted a man to desert single blessedness. Miss Doria ought to be well in the part, for she is not only an accomplished French scholar but she is also somewhat of a charmer, although in my official position as interviewer all her eyes and wiles naturally had no effect. Over numerous cups of tea and indigestible scones we told each other all about our past, and the minutes fled just as rapidly as snow disappears in regions hotter than this.

Vera Doria opened her brown eyes—I suppose they were blue like all other babies—in Tasmania, but she left that Southern clime when she was just four months old. She vehemently avers that she remembers the nurse she had at that tender age, but as her own mother does not believe her we need not argue the question. Her name carries weight as it is derived from Vera-city which means to tell the truth when convenient.

Visits to England, jaunts out to Australia, trips to the Continent, and galavanting all over the place occupied her during most of her tender years. Most of her schooling she got in Melbourne at a convent. What a time she must have given all the little sisters and the mother superior! She confesses that even when in this secluded spot she had ambitions to go on the stage, and many a time she must have made her girl chums open their eyes in sublime horror when executing the latest dance or carroling the newest ditty heard on holidays at the theater.

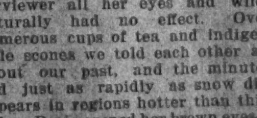
She was not quite fifteen when, playing a part with an amateur company, she was picked out by Mr. Will Hawtrey to play a small part in "A Message From Mars." It is curious to note here that some years later she obtained an engagement with the better known Charles Hawtrey and again played her first professional part in "A Message From Mars," but this time she soon graduated to the leading role and so started upon quite a successful series of engagements. Like all ladies she long cherished the hope that one day she would play with the well dressed and charming matinee idol, Mr. George Alexander. Her chance came when that well known actor manager put on "The Wilderness" at St. James Theater and she was given a part. Varying her London seasons with tours through the provinces she soon became known to a large public and was popular. I have had the pleasure of seeing many of Miss Doria's press notices. Among other papers that commented upon her work in the most flattering terms were the London Referee, The London Telegraph, The London Morning Post and The Manchester Guardian, and these papers are not apt to say nice things unless they mean them.

She went to America for family reasons and while there the well known impresario Morosco discovered her. Here I must mention that right through her dramatic work Miss Doria cultivated her voice and won the most generous praise as a mezzo-soprano. She had opportunities of singing in grand opera and did a good deal of concert work. This will prepare you for the fact that Morosco first brought her before the American public in a series of Wagnerian recitals. The call of the drama, however, brought her back to the legitimate and again Morosco placed her in the forefront of many pieces.

Like all actors and actresses in America she found herself doing work in the movies. She took quite prominent parts with Theda Bara and Constance Talmadge. She was too often cast for the "vamp" part to make her like the work and at last it got on her nerves so much that when Tim Frawley made an offer to her to go round with his present company she said "Can Do" or something that means the same. So here she is, and tomorrow you will see her in "Polly With A Past." Now you know some of her past it will serve to introduce you to her clever portrayal tomorrow.

Miss Vera Doria struck me as being a remarkably intelligent woman, and some things that she said when we were serious went home strong. It was about the trend of things on the stage today. Just where was it leading. She looks upon the stage as a powerful educational instrument, although she will not deny that it often does nothing more than pander to the appetites, no matter how sordid, of many playgoers. It is the old question whether the stage should endeavor to teach its devotees or whether it should just give them what they want. Miss Doria of course could like it to teach, but she naively remarked that even players needed dollars no matter how high the exchange and "Teaching Plays" were not very paying.

My talk with Miss Vera Doria was very pleasant and I felt sorry when it had to come to an end, but the lady is very fond of dogs, and when a delightful chow came in accompanied by its master it was time for me to retire and just wait until I again saw the lady as Polly.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Cricket Club Draws With 'The Rest'

(Continued from Page 2)

yesterday and proved victors to the tune of 87 to 66. Sarkari and S. Shroff were the only ones to touch double figures for the homesters the former collecting 37 and the latter 13. Nash took 8 wickets for 26 runs a very creditable showing. For the visitors three members reached double figures, Nash 14, Heron 12 and Ogden 11. Karanjia took 5 wickets for 13 and Daji 3 for 15.

Customs

W. D. Heron, c. Sethna, b. Daji	12
W. Nash, b. Daji	14
H. P. Hicks, c. Sarkari, b. Daji	0
C. J. Barnes, c. Sarkari, b. Karanjia	1
R. M. Ogden, b. Karanjia	11
H. E. Wray, c. N. Karanjia, b. Karanjia	7
G. Curry, b. Ragi	1
R. Burkeclose, b. Karanjia	4
H. P. Hillard, c. and b. Sethna	4
T. Mellows, c. Ragi, b. Karanjia	2
P. McMahon, not out	1
Extras	0
Total	66

Bowling Analysis

	O.	M.	R.	W.
M. D. Daji	7	1	15	3
C. B. Sethna	7	1	16	1
K. D. Karanjia	6.1	–	13	5
B. S. Khambatta	2	–	8	–
R. H. Ragi	4	2	5	1

Parsees

B. S. Khambatta, b. Nash	9
C. B. Sethna, b. Nash	3
R. Viccajee, b. Ogden	1
S. Shroff, c. and b. Nash	13
K. C. Sarkari, c. Mellows, b. Nash	37
N. S. Karanjia, c. Curry, b. Nash	4
E. D. Damri, not out	2
R. H. Ragi, b. Nash	3
K. D. Karanjia, b. Nash	5
M. D. Daji, c. Brukeclose, b. Nash	0
H. Edulju, b. Ogden	0
Extras	7
Total	87

Bowling Analysis

	O.	M.	R.	W.
W. Nash	15	5	20	8
R. Ogden	7.1	1	29	2
H. Wray	5	–	17	–
W. Heron	2	–	5	–

Interporters In Decisive Win

The Cricket Club's Interport Hankow team had a very decided win over the Navy on the Recreation Club's ground yesterday, collecting 201 for 9 wickets to the sailors, 63 all told.

Middleton picked up a century, the second in local cricket this season, and Clifford came next with 25 to his credit.

For the Navy Mitchell was high man with 19 runs. Middleton retired having garnered 102 in good clean cricket, giving not a chance. Many times has this player, an old L. C. C. player, tried out here in local and interport matches to get into treble figures and he is to be congratulated on his performance yesterday.

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SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" (MAIN LINE) ZAHKOU TO SHANGHAI NORTH—"UP"

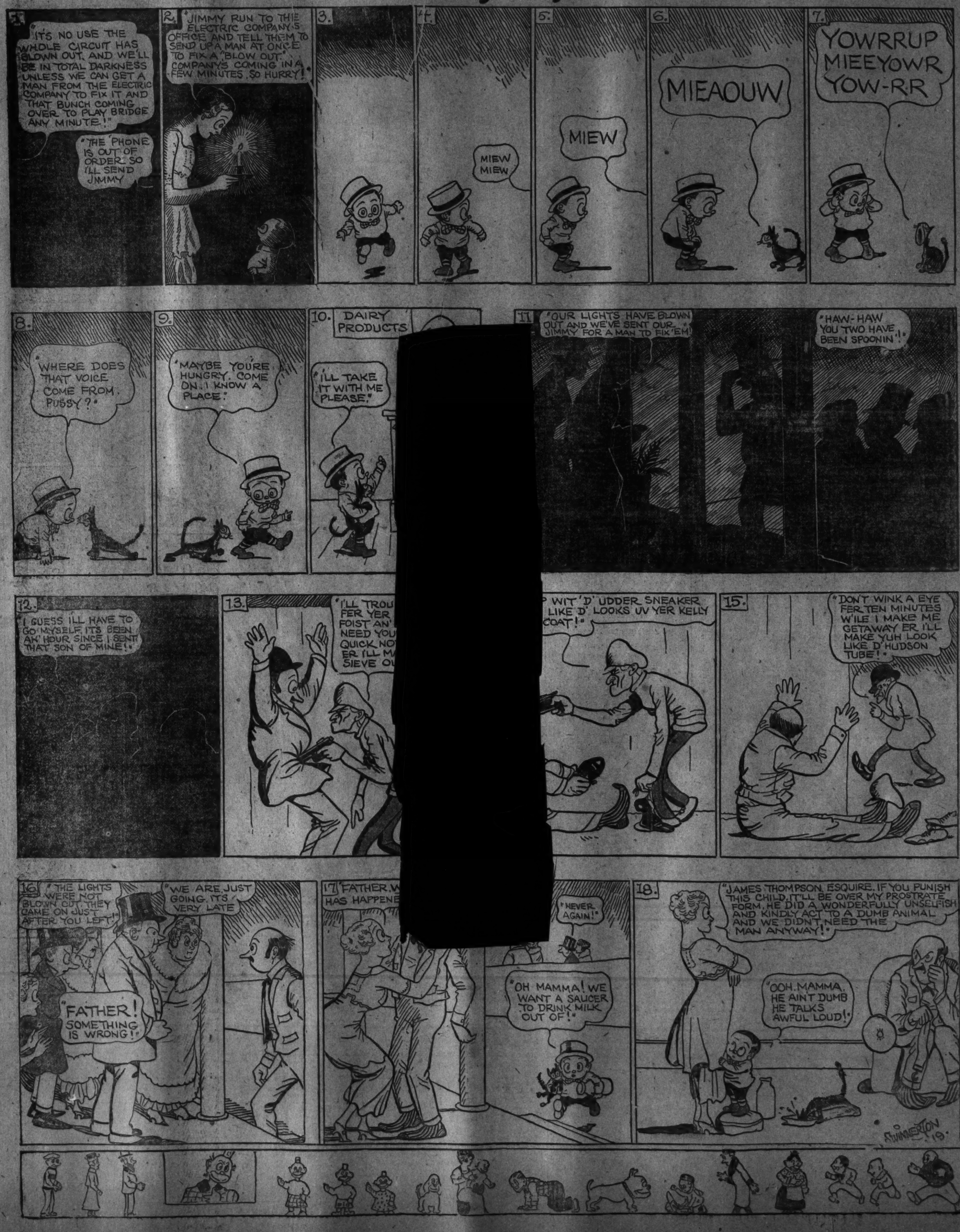
STATIONS	Local	Fast R	Slow	Goods & Coolie	Local	Express R	Local	Local	Night Express	STATIONS	Local	Local	Fast R	Slow	Local	Goods & Coolie	Express R	Local	Night Express
Shanghai North dep.	....	7.35	9.00	10.00	....	14.50	15.50	....	19.15	Zahkou dep.	....	....	6.30	7.55	....	9.26	14.10	15.30	17.50
Jessfield dep.	....	7.51	9.16	10.23	....	15.06	16.06	....	19.30	Hangchow dep.	....	....	7.00	8.30	....	10.00	14.35	16.05	18.15
Soochow dep.	....	7.58	9.23	10.38	....	15.13	16.13	....	19.36	Changsu dep.	....	....	8.04	9.48	....	11.40	15.20	17.36	19.03
Lunghwa Junction dep.	....	8.15	9.40	10.58	....	15.30	16.29	....	19.55	Yehtsih dep.	....	....	8.41	10.31	....	12.29	15.51	18.40	19.35
										Kashing dep.	....	7.15	9.25	11.22	....	14.10	16.30	19.30	20.15
Shanghai South dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*	*19.20*	Kashai dep.	....	7.48	9.53	11.55	....	14.48	16.52	....	20.38
Lunghwa Junction dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*	*19.50*	Singhsang dep.	....	9.06	10.47	12.59	....	16.08	17.40	....	21.36
Sunking dep.	....	8.59	10.48	12.02	....	16.07	17.42	....	20.28										
Kashai dep.	....	9.51	11.52	13.28	....	16.53	18.49	....	21.23	*Lunghwa Junction dep.*	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....	*22.23*
Kashing dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....	21.55	*Shanghai South arr.*	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....	*22.40*
Yehtsih dep.	8.45	11.06	13.15	15.50	....	17.53	....	....	22.25										
Changsu dep.	9.45	11.41	14.00	16.50	....	18.24	....	....	22.53	Lunghwa Junction dep.	....	10.30	11.36	14.05	....	16.18	18.20	....	2.17
Hangchow dep.	11.00	12.50	15.25	18.40	....	19.19	....	....	23.45	Sunking dep.	....	10.39	11.44	14.14	....	17.26	18.30	....	2.25
Zahkou arr.	11.35	13.10	15.50	19.10	....	19.35	....	....	24.00	Jessfield dep.	....	10.46	11.51	14.21	....	17.37	18.37	....	22 31
										Shanghai North arr.	....	11.00	12.05	14.35	....	17.55	....	....	23.45

KONZENCHIAO TO ZAHKOU (KIANGSHOO BRANCH LINE) ZAHKOU TO KONZENCHIAO

Konzenchiao.... dep.	6.50	8.25	11.25	14.00	15.55	17.30	23.00		Zahkou..... dep.	....	10.10	12.25	....	....	....	18.40	....	
Kenshangmun.. dep.	7.10	8.50	11.40	14.15	16.15	17.45	23.15		Hangchow.... dep.	7.30	10.40	12.45	14.55	16.40	19.16	23.40		
Hangchow..... dep.	7.20	9.15	11.52	14.24	16.25	18.07	23.25		Kenshangmun dep.	7.42	10.57	12.57	15.12	16.52	19.37	23.52		
Zahkou..... arr.	....	9.30	12.10	....	....	18.25	....		Konzenchiao.. arr.	7.55	11.10	13.10	15.25	17.05	19.50	0.05		

M. Rickshaw—At Yao.

Little Jimmy


1.
"IT'S NO USE THE WHOLE CIRCUIT HAS BLOWN OUT. AND WE'LL BE IN TOTAL DARKNESS UNLESS WE CAN GET A MAN FROM THE ELECTRIC COMPANY TO FIX IT AND THAT BUNCH COMING OVER TO PLAY BRIDGE ANY MINUTE!"
"THE PHONE IS OUT OF ORDER SO I'LL SEND JIMMY
2.
"JIMMY RUN TO THE ELECTRIC COMPANY'S OFFICE AND TELL THEM TO SEND UP A MAN AT ONCE TO FIX A "BLOW OUT." COMPANY'S COMING IN A FEW MINUTES. SO HURRY!"
3.
4.
MIEW MIEW
5.
MIEW
6.
MIEAOUW
7.
YOWRRUP MIEEYOWR YOW-R.R
8.
"WHERE DOES THAT VOICE COME FROM, PUSSY?"
9.
"MAYBE YOU'RE HUNGRY. COME ON. I KNOW A PLACE."
10.
DAIRY PRODUCTS
"I'LL TAKE IT WITH ME PLEASE."
11
"OUR LIGHTS HAVE BLOWN OUT AND WE'VE SENT OUR JIMMY FOR A MAN TO FIX 'EM!
"HAW-HAW YOU TWO HAVE BEEN SPOONIN'!"
12.
"I GUESS I'LL HAVE TO GO MYSELF. IT'S BEEN AH' HOUR SINCE I SENT THAT SON OF MINE!"
13.
"I'LL TROU
FER YER
FOIST AN'
NEED YOU
QUICK NO
ER I'LL M
SIEVE OU
WIT 'D' UDDER SNEAKER
LIKE D' LOOKS UV YER KELLY
COAT!"
15.
"DON'T WINK A EYE FER TEN MINUTES W'ILE I MAKE ME GETAWAY ER I'LL MAKE YUH LOOK LIKE D' HUDSON TUBE!"
16.
"THE LIGHTS WERE NOT BLOWN OUT. THEY CAME ON JUST AFTER YOU LEFT."
"WE ARE JUST GOING. IT'S VERY LATE
"FATHER! SOMETHING IS WRONG!"
17.
FATHER. W
HAS HAPPENE
"NEVER AGAIN!"
"OH MAMMA! WE WANT A SAUCER TO DRINK MILK OUT OF!"
18.
"JAMES THOMPSON, ESQUIRE. IF YOU PUNISH THIS CHILD, IT'LL BE OVER MY PROSTRATE FORM. HE DID A WONDERFULLY UNSELFISH AND KINDLY ACT TO A DUMB ANIMAL AND WE DIDN'T NEED THE MAN ANYWAY!"
"OOH. MAMMA. HE AIN'T DUMB HE TALKS AWFUL LOUD!"
SUMMERTON '19